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FIRST EDITION

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THE WAR IN EUROPE.

COBLENTZ.

Concentration of the Prussian Army Between Coblentz and Mayence—The Strength of its Position—The Struggle for the Control of the Moselle.

The latest despatches received last night stated that the Prussian army which had been massed between Treves and Saarbruck had fallen back, with the view of concentrating between the strongholds of Coblentz and Mayence. Its position between these two fortresses will be one of great strength, and will ensure, so long as it is maintained, the control of the mouth of the river Moselle, while the French, by their fortifications at Metz, around which one of their armies is concentrating, hold firm possession of the upper course of the river, which thus becomes a difficult line of operations for the army of either combatant. The great facilities, however, which the Moselle affords for further operations, either northward or southward, when once fairly wrenched by either antagonist from the other, render it worth the struggle, and the earlier conflicts of the two hostile armies will doubtless be directed towards the object of securing entire control of this important watercourse.

We have already described the location of the river Moselle and the French stronghold of Metz. Yesterday we gave a description of Mayence, by which one flank of the Prussian army in its new position is placed in security.

The Stronghold of Coblentz,

which guards it on the other extremity, is the capital of the Prussian Rhine province of the same name, and is situated at the confluence of the Moselle with the Rhine, from which circumstance is derived its name, a corruption of the ancient title of *Confluentes*. Exclusive of its garrison, it has a population of about 23,000. A gothic freestone bridge of 14 arches and 1100 feet in length, erected in the fourteenth century, crosses the Moselle, and one of boats, four hundred and eighty-five yards long, across the Rhine, leads to the fortress of Ehrenbreitstein, on the opposite bank.

During the first French Revolution, the *emigres* made their headquarters at Coblentz, many of them settling permanently in the city, which consequently contains a larger infusion of French blood than perhaps any other Rhenish town. In 1794, it was taken by the French, after an obstinate resistance, and made the capital of the Department of Rhine and Moselle, under the first Empire. It was the birth place of Prince Metternich and of Henrietta Sontag.

The Fortifications

are constructed partly on the system of Carnot, partly on that of Montalembert, and are capable of accommodating 100,000 men altogether. The city itself is surrounded by a strong wall, which is pierced on the land side by only two gates, and these are secured by casemated towers. The walls of the town, however, cannot be reached without a struggle, for on the same side, both of the Rhine and of the Moselle, are the two strong forts, Alexander and Constantine, supported by a third work, which is quite small. Fort Alexander is the strongest and most important point in this vicinity, except Ehrenbreitstein. It lies on the Karthause Hill, about 320 feet higher than the city, and would naturally be the object of the first attentions of the enemy in case of a siege, since Fort Alexander having been captured, Coblentz would be no longer tenable, and a stronger fire could be concentrated upon the river as well as land side of the works across the Moselle and Rhine. Fort Franz, on the left bank of the Moselle, occupies a moderate elevation, and commands the railroad along the Rhine, and the carriage roads to Cologne, which is situated 49 miles to the N. NW., and Treves, besides forming, together with the three smaller works, a sort of fortified camp for a large body of troops. All of this lies under the guns of

Ehrenbreitstein,

the most formidable fortress of Prussia, and the strongest defensive point on the Rhine. It is accessible from Coblentz, directly opposite which it is situated, by the bridge of boats already referred to. Ehrenbreitstein is an elaborate fortress, laid upon, or hewn into, a rocky bluff, which proudly lifts itself 370 feet above the right bank of the river, and overlooks a large landscape to the west and south. On the northeast, however, are higher hills, which ascend gradually from the foot of Ehrenbreitstein, and from which the fortress can be bombarded with great facility. Two or three lines of bastioned works have been skilfully engineered and thoroughly built on the weak side, so that the Prussian engineers pronounce it as strong as the faces more favored by nature. The western face has also an evident element of weakness in the high walls, built of small and irregular stones, to enlarge the area of the fortress and to present a more regular front. These walls are not calculated to resist modern projectiles, and will surely be battered down with despatch as soon as the enemy's guns get into position within range. Whether such damage would affect the tenability or only the beauty of the fortress is an open question. The bomb-proofs are represented as very strong, and would perhaps not be weakened though all the artificial walls were broken up and rolled down into the Rhine. It is ominous, however, that admission to all of the interior covered parts of the fort is refused to strangers.

Part of the fortifications lie at the foot of the hill, 468 feet in height, and almost perpendicular; but since it was taken by the French in 1759, its fortifications have been trebled and quadrupled in strength, and the entire hill has been turned into a fortress. It has been thought unnecessary to scarp the steep sides, though it is on record that a British tourist, accompanied by a terrier, made the ascent, to the intense astonishment of a sentry.

In 1631 the French entered the fortress from the northeast side with very little difficulty, having first created a diversion for the garrison. Later, in 1799, the Directory laid siege to the stronghold, and after three failures finally captured it. We are given to understand that a failure of supplies was the occasion of the surrender. But some persons say that Colonel Faber, who commanded the place during the siege, acknowledged that the French cannon had wrought irreparable mischief, and made the post untenable, and that the failure of supplies scarcely hastened the surrender. The French blew up the whole fort upon their evacuation, after which Prussia devoted ten years to the restoration and perfection of the works, so that now they ought to survive as much fire as did Fort Sumter. Ehrenbreitstein admits a garrison of fourteen thousand men, and its magazines will hold provisions enough for this force for five years. A well in the rock furnishes an unfailing supply of water, in addition to which there are vast arched cisterns capable of holding a three years' supply. Ehrenbreitstein is mounted with six hundred pieces of artillery, and its lines cost $3,750,000.

At the foot of Ehrenbreitstein, at the water's edge, is a new casemated work nearly finished, which is intended to be bombproof, and is designed to sweep the river at short range, where the guns of the fortress would be harmless on account of the great depression of aim required. Fort Asterstein lies on the same side of the river, a little to the south. It is a separate fort of considerable strength, is situated on a moderate elevation, and is itself supported by three small outworks.

Capacity of the Fortifications.

An army of 100,000 men can encamp under cover of the various forts about Coblentz. They can communicate easily between the opposite banks of both rivers, by means of the railroad and pontoon bridges across the Rhine, and the permanent railroad and carriage bridges across the Moselle.

This strong position could be turned by crossing the Rhine at Neuwied—the point where Cæsar first crossed—and advancing directly northward by a macadamized road through the Westerwald. This, however, would be a perilous undertaking, and though the passage should be made without interruption, a line of communications could not possibly be kept open so near to Coblentz.

LEOPOLD'S CANDIDACY.

The Announcement of the Duc de Gramont in the French Chambers—An Exciting Scene—Jules Favre Accuses the Government of Withholding Facts for Swindling on the Bourse.

It was on Wednesday, July 6, that the Duc de Gramont, the French Minister of Foreign Affairs, in answer to inquiries made the previous day, stated in the Corps Legislatif that it was true the crown of Spain had been offered by Prim to Prince Leopold of Hohenzollern, and that the latter had accepted it. M. Picard demanded that the Ministry should lay before the Chamber all the diplomatic documents that might throw light upon the subject. The Ministry successfully resisted this demand after a scene of great turbulence, but on the following day another effort was made by M. Picard, supported by Jules Favre, to extract from the Ministry a statement of what had transpired between the Cabinets of Paris and Berlin since the declaration of the Duc de Gramont. If the Government had received an answer to their ultimatum, it was contended that the country should immediately be apprised of it. The following exciting scene then ensued:—

M. Jules Favre having demanded that the public should not be kept in a state of suspense, and that the discussion upon the subject should be fixed for the following day, M. Emile Ollivier rose and begged of the Chamber to adhere to the decision which it had adopted in the previous day's sitting, and to postpone the debate.

M. Jules Favre—Yes; to postpone it indefinitely, in order to afford an opportunity for *tripotage* (swindling) at the Bourse (Loud protestations at the Centre and Right, and cries of "Order!")

President Schneider—I cannot allow to pass ——

Baron de Benoist—Order! Order! This is odious!

President Schneider—I cannot allow to pass without the recall to order an imputation which seems to bear directly against the Government—an imputation that I cannot admit to any degree. (Applause.)

A Deputy—It is infamous.

M. Emile Ollivier, Minister of Justice—M. Jules Favre has a habit of manifesting great susceptibility when any one takes the liberty of qualifying his words. I content myself with asking him to whom he addresses the terms which he has just used.

M. Jules Favre—I address them to all who speculate. (Fresh excitement.) I maintain what I have said, and I explain it. I say it is the duty of the administration not to allow to remain suspended over the country a state of uncertainty which is its work, and for which it is consequently responsible, or to let that uncertainty serve all sorts of evil plans, and which are revealed precisely by the speculations of the Bourse. (Interruptions from different parts of the Chamber.)

M. Granier de Cassagnac—*Allons donc.* It is only you who are capable of entertaining such ideas.

The Minister of Justice—The embarrassed explanation which you have just heard——(murmurs on the Left; applause on the Right and Centre.)

M. Jules Favre—Embarrassed!

The Minister of Justice—Suffices to judge the words which, to say the least of them, are strange.

M. Jules Favre—Judge them as you please, Monsieur; it is no affair of mine. (Exclamations and murmurs from a great number of benches.)

A Voice on the Right—It is the affair of the Chamber.

The Minister of Justice—The Honorable M. Jules Favre is correct: I have no right to judge him, and I do not judge him, but I have the right, when he utters words touching—or at least having the pretension to touch, if they are not of an inexcusable levity—that which is most delicate in the conscience of honest men—I have the right, I say, to take them up, as I have done.

Numerous Voices—Yes! yes! you are right.

M. Corneille—It is now or never the opportunity to say, like those gentlemen of the Opposition, "The country will judge."

The Minister of Justice—I have begged of the Chamber to maintain its decision of yesterday. When the Government thinks it is in a position to offer useful information to the Chamber, it will itself provoke a discussion. It will leave to no one the privilege of demanding that a day shall be fixed for the purpose. (Interruptions on the Left.)

M. Magnin—It is the history of Sadowa.

The Minister of Justice—Assuredly, if there is a reproach which cannot affect the present Government, it is that of dissimulating anything in this Chamber, for it has sufficed for an interpellation from one of its members for him to the extent to which he could speak, to explain himself regarding an event which, for him, had only a few days' date. (Applause.) The Chamber and the country may rest assured that we shall know how, in this circumstance, as in others, to ally firmness with moderation; that we shall not forget what the Chamber or what the country desires, but we refuse to engage ourselves, before the proper time, in rash and inconsiderate discussions. (Applause.)

M. Jules Favre—What is important above all things is that the country and the Chamber shall not be distanced by events which, once accomplished, will chain us completely and prevent us taking, perhaps, a salutary resolution. The Minister said yesterday that war would not be declared without the Chamber being informed of it beforehand. What I ask is that it shall be equally advised regarding the events which may prepare the way for war; that is to say, that he shall not learn it in ignorance of facts which, from their gravity and nature, may trouble the peace of Europe. That is just where we are now. Yesterday a state of things was announced to us as consummated in which we could pronounce an opinion independent of any kind of appreciation on the future, consequently the Chamber, at least according to my view of the case, will be failing in its duty if it does not fix at once the day on which it desires to resume the discussion of the interpellation.

The close of the incident being called for, the President put it to the vote and it was carried.

The First Cabinet Council in Spain on the Subject.

On Sunday, July 3, a council of the Spanish Ministers was held, presided over by Prim, and lasting four hours. Prim then communicated to his colleagues that Prince Leopold Hohenzollern-Sigmaringen had accepted in principle the offer which had been made to him of the crown of Spain, provided that the Cortes ratified it. The discussion which followed was long and stormy. Certain Ministers believed that it was dangerous to seek the alliance of Germany, because of the geographical position of Spain. They were afraid that this alliance might one day cause Spain serious embarrassments. Others pretended that this alliance was preferable to that proposed by a large party in Spain, who desire rather an alliance with France, now that the Iberian Union is no longer possible. The ministers separated after deciding that they would repair to the Palace of La Granja on the following evening, to hold a council under the presidency of the Regent. At that meeting, as already stated by the cable despatches, Prim's course was approved by the Regent and his ministery.

How Prim Kept His Secret.

The Madrid correspondent of the New York *Times*, writing on July 6, says:—

From the information I have been able to gather, and which is from a good source, it appears that neither M. Olozaga, nor M. Rascon, Spanish Ambassador at Berlin, nor even the Regent, nor the colleagues of General Prim, had information of these negotiations any more than the diplomats in Paris, who only heard at the last moment of Prince Leopold's acceptance of the offer of the crown sent by him to General Prim. M. Salazar de Mazarredo, Prim, and the Prince were the only persons who were in the secret.

The Protest of the French Minister.

The same correspondent says:—

The French Ambassador at Madrid had in the first place an interview with General Prim, and then one with the Spanish Minister of Foreign Affairs, at which he protested, in the name of the French Government, against an election which France would be justified in considering as a serious attempt against the balance of power in Europe, and which she would energetically oppose. It appears that the French Ambassador grew rather warm with the General, so much so that the latter is reported to have said to his friends that unless he was more moderate in his language he would write out his passports and take them to him himself.

Spanish Hostility to Prince Leopold.

The Paris correspondent of the London *Telegraph*, on the 7th, transmitted the following communication from Madrid, which, he said, had just been received by the Imperial Government:—

Our city is in a state of great agitation, and events of vital importance are expected to occur ere long. If my information is correct—and I firmly believe that it is—confidential agents, expressly accredited by Marshal Prim, have secretly quitted Madrid for Bonn, in Prussia, and have offered the Spanish Crown to Prince Frederic of Hohenzollern-Sigmaringen, and the Prince accepts the offer with the greatest eagerness. This act of Marshal Prim has greatly surprised his friends, who are holding meetings to concert measures for averting, if possible, this disastrous catastrophe. We Spaniards, of all shades of opinion, cannot forget that the Prince of Hohenzollern is grandson of a Princess belonging to a family which is execrated in Spain as having caused torrents of the purest Castilian blood to be shed. He is by the maternal side descended from that Murat who bombarded Madrid during the war of independence, which filled every Spanish household with mourning, from San Roque to Irun, from the Bay of Biscay to the Mediterranean. No wonder that the name of Murat should be execrated throughout the length and breadth of Spain. A Hohenzollern Murat will never be accepted by the Spanish as their king; but the opinion is entertained in the highest diplomatic circles that should by any fatality—which God forefend!—a Hohenzollern be thrust upon the throne, our unhappy country would be isolated as regards the great European powers; order and tranquillity would be overthrown, and commerce would be reduced to a mere shadow of what it is at present.

GREAT PRUSSIAN NAVAL STATION.

A Duplication of Cherbourg—How the German Coast May be Affected by the War—The History of an Old Military Stronghold.

The telegraph brings the information that the mouth of the river Weser has been closed by sunken hulks to prevent the entrance of the vessels of the French navy. There is no doubt that this news is correct, but no one should wonder if the same measures for the better defense of the German coast were also applied to the mouth of the river Elbe.

Inasmuch as it is generally conceded that she is not a match on the ocean for France, whose navy exceeds the Prussian about fourfold, the latter power has but little left save to close her commercial harbors voluntarily, by sunken hulls, torpedoes, etc., and thus keep the intruder out. This she can do the more effectively because the coast all along there is low, marshy, and difficult of approach, very much like that of Holland, and exceedingly dangerous in foul weather, so that there is but little danger from a landing, except in a sheltered spot like the mouth of a river. What the Prussians are going to do in the Iahde Busen for the defense of their future great naval station, Iahde, remains to be seen. This spot was originally, and as early as 1811, selected by Napoleon I for a naval station, he being then in possession and controlling the whole of that part of Germany's coast, and he had it not only surveyed for that purpose, but had already erected some fortifications when his downfall put an end to the scheme.

Prussia, anxious to create a navy, and without a suitable spot of her own, bought this same Iahde in 1854, on the strength of the old French surveys (the only ones then in existence), for the sum of 500,000 thalers from the Duchy of Oldenburg, to which it then belonged. After thorough and exhausting surveys, Prussia finally, about four years later (in 1858), commenced to build and fortify a marine harbor on the largest scale, and has ever since, and in spite of the greatest difficulties, pushed her work forward, so that it is now very near completion.

The basins are large and capable of floating a fleet of the largest iron-clads. The fortifications are extensive, and the barracks already built and building will comfortably accommodate a respectable army. Two of the greatest drawbacks of this establishment are the want of good water, and the circumstance that the ebb tide falls fully twelve feet, thus preventing the largest size men-of-war from entering the harbor at all except at high tide. The channel is also difficult, but that, in time of war and as an additional means of defense, is rather desirable than otherwise. France will make her fleet blockading the mouth of the Weser and that of the Elbe near by strong enough not only to effect, this purpose but also to keep in check any number of war vessels the Prussians may have available in the neighboring bay of Iahde to raise the blockade.

There are three points of the greatest importance to Prussia to be defended along the Atlantic coast. The mouth of the Weser, with the opulent city of Bremen and its seaport called Bremerhaven—which is situate about half way between Bremen City and the mouth of the river and connected with the city by railroad. West of the mouth of the river Elbe, is situated the wealthy city of Hamburg, the former queen of the Hansa, and up to this day the home of Germany's proudest merchant princes, who are the owners of great fleets of vessels; and not far distant the bay of Iahde with its naval station, which is destined by Prussia to become her principal marine harbor—in fact, a second Cherbourg.

And Prussia, if she wants to give relief to her Atlantic coast, must send her navy from the Baltic. Therefore, unless a decided movement of Prussia's navy from her Baltic ports is heard from, a naval engagement on a large scale is not to be expected. It is of course probable that France will attempt to take possession of the harbor of Iahde, but the defense of Prussia will then be simply by means of her forts, for the waters of the basis or bay are far too shallow and the channel too narrow to admit the manœuvring of war vessels.

"ARMED NEUTRALITY."

Austria, Italy, and Russia—Will They Participate in the Struggle?—Their Armies and Navies.

Any moment may bring information of coalitions between the great powers on the continent of Europe. Each of them has either a supposed grievance to redress, or some portion of territory to acquire. Should Austria seize on this occasion to seek to retrieve the disaster of Sadowa, or Italy renew with France the alliance of '59, it becomes important to know the strength of their armies and navies.

The Austrian Army and Navy.

According to official returns, Austria possessed at the commencement of last year a standing army numbering 278,470 men on the peace footing and 883,700 on the war footing, organized as follows:—

	Peace footg.	*War footg.*
Infantry	155,578	597,603
Cavalry	35,793	58,794
Artillery	25,658	62,774
Engineers and train	9,866	45,134
Military Institution	2,934	2,934
Topographical survey	138	138
Commissariat and clo'g dep.	3,705	7,200
Sanitary department	1,291	6,200
Arsenals, military stores, and buildings	3,000	4,500
Army studs	5,800	5,800
Military police and gensdar's	7,700	7,700
Total	278,470	838,700

The general staff of the army, on native service in 1869, comprised three Field-Marshals, 18 Generals of Infantry (Feldzeugmeister) and Generals of Calvary; 72 Generals of Division, and 111 Generals of Brigade. There were besides non-active, 28 Generals of Infantry and Generals of Cavalry, 150 Generals of Division, and 193 Generals of Brigade.

By the terms of the "compromise" come to between Austria and Hungary, on which was based a new army organization, which came into operation last year, the military forces of the whole Empire are divided into the standing army, the Landwehr or militia, and the Landsturm. The regiments of the standing army are under the control of the Minister of War of the Empire, and the Landwehr under the control of the Austrian and Hungarian Ministers. All orders relating to the great concentrating movements of troops must emanate from the Emperor, who is the supreme chief of the whole of the military forces of the Empire.

The standing army is formed by conscription, to which every man is liable who has reached his twentieth year. The term of service is ten years, three of which the soldier must spend in active service, after which he is enrolled for the remaining seven years in the army of reserve. Quite distinct from the standing army is the Landwehr, the term of service in which is twelve years, but with duties limited to the respective divisions of the empire from which it is drawn. The entry into the Landstrm, or general levy, is compulsory only in Tyrol, and is made up of volunteers in the rest of the empire.

The naval forces of Austria consisted in April, 1869, according to official returns, of 45 steamers and 10 sailing vessels. The steamers consisted of 2 iron-clads, the Lissa and Kaiser; 7 iron-clad frigates, 4 screw frigates, 3 screw corvettes, 10 gunboats, 3 screw sloops, and 16 paddle steamers, carrying altogether 414 guns. The sailing vessels carry 109 guns.

The population of Austria is 35,000,000. She has 24 fortresses of the first and second rank, namely:—Comorn, Carlsburg, Temesvar, Peterwardein, Eszek, Brod, Carlstadt, Canove, Arrat, Munkacs, Cracow, Gradisca, Olmatz, Leopoldstadt, Prague, Brixen, Theresienstadt, Kufstein, Linz, Salzeburg, Buda, Ragusa, Yara, and Pola. The last-named is the chief naval fortress of the Empire.

In the naval engagement during the German-Italian war of 1866, between the Austrian and Italian fleets, in which the former were victorious, the Austrian fleet was divided into three divisions, the firs consisting of seven iron-clads, under command of Tegethoff; the second of seven heavy wooden vessels, under Commodore Petz, and the third of seven light wooden vessels.

The Italian Army and Navy.

The Sardinian law of conscription forms the basis of the military organization of the kingdom of Italy. According to it a certain portion of all the young men of the age of twenty-one, the number varying from 40,000 to 50,000, is levied annually for the standing army, while the rest are entered in the army in which they have to practice annually for forty-five days, and are then sent on unlimited furloughs, but can be called permanently under arms at the outbreak of a war.

The standing army is divided into six *corps d'armee*, each corps consisting of three divisions, and each division of two brigades; four or six battalions of "bersaglieri," or riflemen, two regiments of cavalry, and from six to nine companies of artillery. The actual strength of the army at the commencement of last year was as follows, according to an official return:—

	Peace Footing.	*War Footing.*
Infantry of the line	118,850	303,122
Bersaglieri	14,727	36,175
Cavalry	16,165	25,769
Artillery	17,202	35,364
Corps of Engineers	3,104	3,667
Military Train	2,454	10,605
Carbinieri	19,628	19,628
Administrative Troops	4,403	8,215
Military Instruction	2,964	2,964
Total	199,557	455,509

The army was commanded, in 1869, by 14,797 officers, not included in the above returns. Of these, 870 formed the staff, while 5967 were attached to the infantry of the line, 890 to the Bersaglieri, 789 to the cavalry, and 965 to the artillery. Every native of the kingdom is liable to the conscription, and to be enrolled either in the standing army or the reserve.

The navy of the kingdom of Italy consisted, at the commencement of last year, of 99 ships of war, armed with 1032 guns. They were classed as follows:—

	Number.	*Guns.*
Iron-clads	22	273
Screw steamers	35	508
Paddle steamers	33	122
Sailing vessels	9	130
Total	99	1,032

The navy was manned in 1869 by 11,913 sailors and 660 engineers and workingmen, with 1271 officers, of whom 2 were admirals, 5 vice-admirals, 12 rear-admirals, and 104 captains. The marines consisted of 2 regiments, comprising 234 officers and 5688 soldiers.

The Russian Army and Navy.

But rumors that Russia also will participate in the struggle, taking sides with Prussia, are still current, and are gaining credence in Europe. If she does, an almost unlimited supply of soldiers will be at command, in case of a protracted contest. At the beginning of the year 1866, the latest date at which official details are accessible, the regular military establishment of Russia consisted of 30,507 officers, general, staff and line, and of 695,137 under-officers and soldiers, divided as follows:—

Infantry	538,887
Cavalry	63,440
Artillery	80,172
Engineers	14,683
Total soldiers	697,137
Officers	30,507
Total army	727,644

Of irregular troops there were also 132 regiments and 24 battalions, with 200 guns. On a peace footing, the nominal strength of the army at present is about 820,000; and on a war footing about 1,140,000, to which must be added the 130,000 Cossacks in the military service.

A recent account of the military and political power of Russia gives a glowing account of her army and its improvements in tactics and management. In Europe Russia is said to have 47 divisions, each of 4 regiments of infantry, with an aggregate of 492,000 men; 30 battalions of riflemen, equal to 20,000 men; regular cavalry, 33,000; artillery, 141 batteries, 1128 guns, 28,000 men, and engineers, 11,500 men—making the sum total in Europe 584,500, with 1128 guns. If to this add 103,000 men and 176 guns now in Caucasia she wields a force of 688,000 regular combatants, with 1304 guns, excluding all the men employed in the administrative, sanitary, quartermaster and other departments.

The fleet of Russia on January 1, 1868, was composed of 20 iron-clads, 210 other steamers, and 37 sailing vessels—a total of 267 vessels, exclusive of the coasting vessels. Since then, the number of steamers has been increased to about 260. The number of guns carried by them amounts to about 2200.

—An insane youth in Sacramento became possessed with the idea that he belonged to the canine species, but as he at the same time claimed a strange lady standing in the depot as his mother, his conduct was regarded as insulting, and he was arrested. He is, however, said to be a harmless lunatic.

SECOND EDITION

LATEST BY TELEGRAPH.

CABLE WAR NEWS.

Prussia and Bavaria.

French and Prussian Forces.

German-American Steamer Service.

Illness of Napoleon.

TO-DAY'S WASHINGTON NEWS.

Funeral of Prevost-Paradol.

The Case of the Forward.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

The Pirate Forward.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 22.—Commodore William R. Taylor says in regard to the Mohican's attack on the Forward, that Mr. Isaac Sisson, United States Consul at Mazatlan, asserts that the Forward was decidedly piratical; that besides the raid upon Guaymas she attempted the capture of a *conducta* from some place in the interior, which barely escaped; that she was flying the San Salvador flag, though acting under the orders of the Mexican revolutionist Slega, who had made no pronunciamento, nor was any revolution in progress, and that San Salvador was at peace with Mexico. The Consul further states that Commander Low decided upon his course of action after a free conference with Governor Rubi of the State of Sinaloa, General Darius, commanding the forces in that State, and himself, and that the attack was made at the request of those Mexican authorities. He asserts his conviction that it was the intention of the commander of the Forward to attack and capture, if possible, one of the Panama steamers, and perhaps the Continental which runs between Guaymas, Mazatlan and San Francisco.

Official List of Killed and Wounded.

On Mohican—James Donnell Cox, killed; Jonathan M. Wainwright, ensign, wounded in right side of chest, ball passing through, also wound of right forearm, passing through flexor muscles—he has since died; Frederick Townrow, second assistant engineer, contused wound of left arm; William Higgins, private marine, wounded on neck; John Welsh, seaman, flesh wound in thigh; Charles B. Scott, seaman, left hip, severe; Thomas Daly, seaman, left hip, severe; John C. MacIntyre, landsman, foot, ball entering great toe and its exit through the little toe, fracturing them severely.

Naval Orders.

The iron-clad Miantonomah, which sailed a few days since from New York to Boston, will there go out of commission, her officers ordered to other duty, and most of her crew transferred to the Worcester, which has been rapidly repaired there and is now about ready for sea.

The Sabine will reach Boston in a few days from her extended tour with the last year's graduating class of midshipmen, and most of her crew will also be transferred to the Worcester.

The Funeral of M. Paradol.

The funeral services over the remains of M. Paradol, the late French Minister, took place this morning at 10 o'clock. A detachment of marines escorted the body from the late residence to St. Matthew's Catholic Church, where the burial service of that faith was performed, and a discourse preached by Father White.

Among those present were members of the Cabinet, officers of the army and the navy, and members of foreign legations stationed here. The coffin was wrapped in the French flag, and the carriers were composed of Frenchmen resident here. The Prussian and British Ministers were present at the Church, but did not accompany the remains to the depot.

Accompanied by the servants and the undertaker, the body left on the noon train for New York, where it will be received by the French Consul-General, and immediately sent on board the steamer Lafayette, which leaves to-morrow for France.

FROM CAPE MAY.

The Reception of the 5th Maryland.

Special Despatch to The Evening Telegraph.

CAPE ISLAND, July 22.—The military fever is very high: the 5th Maryland are expected to arrive at the depot at three o'clock this afternoon. The Committee on Beception have made all the necessary arrangements, in which they have been ably seconded by Colonel Charles Duffy.

Major Miller, on behalf of the City Council, will welcome the strangers. They will then march to the Stockton Hotel, and, previous to going into camp, partake of a grand banquet, which has been provided by the proprietor. The Philadelphia Committee on Reception consists of John W. Fraley, Esq., Thomas T. Tasker, Esq., Colonel Forbes, Colonel D. W. C. Moore, Charles W. Potts, Major Lilburn Harwood, Jr., Colonel Michael Weaver, and Colonel A. Deellver.

General Van Vllet, who was serenaded by Dodworth's Band last night at the Stockton House, will review the 5th Maryland to-morrow. The reception hop comes off at the Stockton House to-night. The leading hotels are crowded. A Sunday-school excursion, numbering some five hundred, came down this morning. The weather is delightful.

New York Stock and Money Market.

NEW YORK, July 22.—Stocks strong. Money strong at 7 per cent. Gold, 119¼. 5-20s, 1862, coupon, 108¾; do. 1864, do., 108¾; do. 1865, do., 108¾; do. 1865, new, 107⅜; do. 1867, 107⅛; do. 1868, 108½; 10-40s, 106⅜. Virginia sixes, new, 62; Missouri sixes, 88; Canton Company, 62; Cumberland preferred, 34; New York Central and Hudson River, 93¾; Erie, 22½; Reading, 95⅜; Adams Express, 64¼; Michigan Central, 118¾; Michigan Southern, 91½; Illinois Central, 130½; Cleveland and Pittsburg, 82½; Chicago and Rock Island, 113; Pittsburg and Fort Wayne, 93; Western Union Telegraph, 34⅞.

FROM EUROPE.

Arrest of an English War Correspondent.

LONDON, July 22.—According to the *Daily News* this morning, the war correspondent of the London *Times* was arrested on Wednesday at Metz by the French authorities on suspicion of being a Prussian spy. He was thrown into prison and kept there all night. Next day he was sent out of the French lines.

An English Collier Fired on by French Cruisers.

A Tyne collier arriving at Newcastle to-day reports having been fired upon by French cruisers at sea.

The Prussian Troops.

Advices have been received here to the effect that the Prussian troops have retired from their position between Luxembourg and the Palatinate, and are now massing between Coblentz and Mayence.

Suspension of German-American Steamer Service.

BERLIN, July 22.—The North German Lloyds to-day announce the suspension of the steamer service to America.

Austria Not Arming—French and Prussian Soldiers Compared.

LONDON, July 22.—Austria is not arming. The belligerents begin with about a quarter of a million of men each. The French have already been made soldiers by their recent service in Africa, while the Prussians are mere militia. France puts an army in the field; Prussia is only an armed people.

Illness of Napoleon.

PARIS, July 22.—The Emperor is ill at St. Cloud. He will not, therefore, join the army for some days.

Prussia and Bavaria.

BERLIN, July 22.—The King of Prussia recently notified the Bavarian Government that, according to the treaty, he intended to assume the command of the latter's army, embodying it in the 3d Corps. Bavaria immediately assented, and forwarded a letter congratulating the Prussian King, and issued a patriotic exhortation to the army.

This Morning's Quotations.

LONDON, July 22—11:30 A. M.—Consols 90 for both money and account. American securities steady. United States 5-20s, 1862s, 81¾; 1865s, old, 81¾; 1867s, 81¾; 10-40s, 80. Stocks steady. Erie, 15¾; Illinois Central, 104; Atlantic and Great Western, 21¼.

LIVERPOOL, July 22—11:30 A. M.—Cotton quiet; middling uplands, 8¾d.; middling Orleans, 8¾d. The sales of the day are estimated at 10,000 bales. The sales of the week have been 43,000 bales, 1000 of which were for export and 3000 for speculation. Stock 607,000 bales, of which 318,000 are American. Receipts of the week are 57,000 bales, 25,000 of which are American.

LONDON, July 22—11:30 A. M.—Tallow firm. Refined petroleum, 1s. 6½d. Common rosin, 5s. 6d.

FROM THE PLAINS.

General Sherman—The Crops.

SAN FRANCISCO, July 22.—Advices from Prescott, Arizona Territory, to July 9 have been received here. General Sherman had arrived at that city and assumed command of the Department of Arizona. His first order was one to post commanders to regard all Indians as hostile.

Governor Safford was visiting Prescott. Rains had fallen and the crops were improving.

The mining news was favorable.

The Weather at the Sea-shore.

ATLANTIC CITY, July 22—9 A. M.—Wind N. E.; clear. Thermometer 65.

CAPE ISLAND, July 22—9 A. M.—Wind N. E.; clear. Thermometer 70.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Friday, July 22, 1870.

The apparent dilatoriness in the operations of France and Prussia on the Rhine is having the effect of steadying the financial markets, whilst increasing the stagnation prevailing in nearly all departments of trade. Some people seem to regard the slow movements of the two armies as an indication of unwillingness to open hostilities, and that peace might possibly be restored without bloodshed. We do not believe this possible, but it tends to check operations until the future of the war shall have been better foreshadowed than at present. The result of the first battle will have a great deal to do with the future of the financial markets, and its announcement is awaited with great impatience.

The loan market continues comparatively active and rates firm at 5@6 per cent. on demand and at 6@8 per cent. on short-time paper well endorsed.

Gold opened at 119, advanced to 119¼, and closed at noon at 119¾.

Governments are quiet but ⅛ stronger.

The stock market was dull and prices unchanged. The new City Sixes sold at 101¼.

Reading Railroad sold firm at 47¾. Lehigh Valley changed hands at 57¾, Philadelphia and Erie at 27¼, and Oil Creek and Allegheny at 45¾.

Canal, Bank, and Passenger Railway shares attracted no attention.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro, No. 40 S. Third street.

FIRST BOARD.

$1700 City 6s, N.Is. 101⅛
$100 do 101¼
$1000 Read deb bds. of 1893 ..... 83¾
$1400 Leh R In...is. 91⅞
28 sh Leh V R...is. 51⅜
100 sh Ph & E R.b60 27⅛
200 sh O C & A R.is b60.... 45⅝
100 sh Read R....c. 47¾
200 do ..is.b60. 48
200 do ....is.c. 48
800 do ....is. 48
900 do ...is.s30. 48
200 do .is.s30wn 48
59 do ..... is. 48
100 do 47¼

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 112⅛@113; 5-20s of 1862, 108¾@109; do., 1864, 108¾@109; do., Nov. 1865, 108¾@109; do. do., July, 107¾@108; do. do., 1867, 107¾@108; do. 1868, 108¾@108½; 10-40s, 106⅛@107; Pacifics, 110⅛@111. Gold, 118½.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third Street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 112⅛@112¾; do., 1862, 108¾@109; do. 1864, 108¾@109; do. 1865, 108¾@109; do. 1865, new, 107¾@107¾; do. 1867, do. 107¾@107¾; do. 1868, do., 108¼@108¾; 10-40s, 106⅛@106⅞; U. S. 30 Year 6 per cent. Currency, 110¼@111; Due Comp. Int. Notes, 19½ Gold, 119¼@119¾; Silver, 111@114. Union Pacific R. R. 1st Mort. Bonds, $810@$820; Central Pacific R. R., $840@$860; Union Pacific Land Grant Bonds, $755@$765.

NAHE & LADNER, Brokers, report this morning Gold quotations as follows:—

10:00 A.M.	119	10:45 A.M.	118¾
10:01 "	118¾	10:52 "	119¼
10:40 "	118¾	10:53 "	119¼
10:42 "	118¾	12:42 P.M.	119¾

Philadelphia Trade Report.

FRIDAY, July 22.—There is nothing doing in Quercitron Bark. Holders continue to ask $30 per ton for first quality No. 1.

In Cotton there is a firmer feeling, with sales of middling upland at 20 cents and Gulf at 20¼@20½ cents.

In Coffee, Sugar and Molasses there is a firm feeling, but no great degree of activity.

The activity in Flour noted yesterday has materially subsided in consequence of the fall in gold, and there is evidently less firmness in prices. The sales foot up 800 barrels, including superfine at $5 25@5 75; extras at $6; Spring Wheat Extra Family at $6 50@7 25; Pennsylvania do. do., at $7@7 50; Indiana and Ohio do. do. at $7@7 75; and fancy brands at $8@8 75. Rye Flour is scarce and held at $5 87½@6. In Corn Meal there is no movement.

There is less doing in Wheat, and less firmness in prices. Sales of 1400 bushels Pennsylvania at $1 70; 10,000 bushels Western on same terms; and 1000 bushels Ohio do. at $1 68. Rye is steady at $1 12@1 14. Corn is very dull. Sales of yellow at $1 15 and 2000 bushels mixed Western at $1 10. Oats are steady, and 5000 bushels Pennsylvania sold at 66@67 cents.

Whisky is quiet. Sales of iron-bound barrels at $1 05.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

CLIO IN TEARS.

From the N. Y. World.

Navigators tell us of a part of the coast of Africa where, though for seasons gentle breezes and calm seas prevail and ships ride gloriously at anchor, there is sure to come a dangerous undertow, if not a fierce gale, which strews the shore with ghastly wrecks. There is also a political Africa, where lie stranded, their ragged ribs half buried in the sand, many a boastful craft. It is a curious but impressive fact that all the leaders of the great anti-slavery party of this nation, those at least who held high executive station, have gone ashore or been shipwrecked. Mr. Lincoln escaped an old age of insignificance by a picturesque and horrible catastrophe. Andrew Johnson is "nowhere." Seward, the "Old Temeraire," unlike the hero whom Turner painted reposing in the light of a cheerful sunset, is hogged and broken-backed. Mr. Chase, washed by a sort of gigantic "bore," an accidental tidal wave, high but very dry, may never float again. Stanton was forgotten before he died. Mr. Adams—best of them all—rusts in retirement. And so it is throughout. The last ship which has gone ashore—one with painted ports and very light draught of water—is the John Lothrop Motley, of Boston rig and register; and it is on this disaster we crave leave to say a few more words. What we think of Mr. Motley and his fitness for the place to which he was raised, and from which he is now contemptuously dismissed, we have said, and shall not repeat; but when we see radical newspapers, such as the Newark daily, asserting that the *World*, "stern censor of the administration," applauds the action of the President in the premises, we desire to be more precise. We think General Grant right in removing Mr. Motley on the ground of incapacity, but we are far from sure it lies in the mouth of radicalism to say so; for why was Mr. Motley ever appointed, and is it creditable to executive patriotism or wisdom first to appoint a man to high office because he is Mr. Sumner's friend, and then, within a year, to turn him out for precisely the same reason? Yet this is the exact state of the case.

The reproach is justly made on the English people that they are terrible snobs when brought in contact with the aristocracy. Now, it seems to us that what titles do with them office does with us. Ex-Senator Frelinghuysen last week was a meritorious and, in no offensive sense, obscure New Jersey practitioner of law. The President makes him a minister, and he at once attracts attention and applause, which he well deserves, and is the rising star. Harvard, that scans the horizon close for ascending luminaries, will doubtless make him an LL. D. Yesterday no one on the Radical canon stood so high as Mr. Motley—scholar, historian, statesman—"the right man in the right place." Did he not write of the Dutch Republic, and, as if anticipating Grant, of William the Silent? Did he not "orate" at length, and with more than usual tedium, among the embalmed bulls of our Historical Society? And yet now, who so poor to do him reverence? In fact, history and literature are at a frightful discount. Clio is in tears. Boston, like the Theban matron, is in grief and terror, for the angry god at Washington, weary of her boasts, has with one shaft stretched Motley on the earth, and is searching in his quiver for another for Bancroft. At the very moment when the scholar-world is cheered by the news that Livy's second Decade has been recovered, it is darkened by the decapitation and danger of our great historians. This, too, under circumstances of peculiar gravity. Looking back over the annals of this country, we can find but one instance, that of Mr. G. Morris, where a foreign minister has been recalled by the President who appointed him, and then it was done most reluctantly by Washington, at the instance of the French Republic. Mr. Gladstone has not asked Mr. Motley's recall, nor Bismarck Bancroft's. Then, too, to be dragged home at a great crisis of the world's history, when the map of Europe is to be torn to pieces, and Mr. Motley from his study in Portland place can safely speculate at a distance and write essays about some Prussian war-tromp in the channel. It is a perfect and wanton cruelty on poor Mr. Bancroft. It will be recollected by all who have "enjoyed" the last volume of his history that, when collecting materials for the exposure of those revolutionary impostors Greene and Schuyler and Reed and Sullivan, he boasted not only of his rich Hessian treasures, but of his intimacy with no less a person than Von Moltke, King William's chief of staff. He, no doubt, is now with him at headquarters, under the fire of Metz and Thionville, or collecting materials to show, from actual observation, how inferior Ehrenbreitstein is to the post and rail fence at Breed's hill, or the defiles of the Vosges to the road to Concord. We trust, for the sake of the unemblazoned deeds of Massachusetts, that her Bancroft may at least be spared.

Not that he has any such claims as Motley on radical recollection; for, though Bancroft did weep piteously over Lincoln's bloody bier, and hurl all manner of vengeful defiance at the Tarquin of England and the Claudius of France, yet a veracious diarist tells us he was once disloyal, and in 1861 actually sneered at Lincoln and his policy. Not so Motley. He has been steady in the faith. He is of that sentimental literary school which preached abolition in season and out of season, and who, in writing the annals of the nation which boasts of Amboyna, owns Surinam, and upheld slavery in its worst form till within the last ten years, flavored them with libels on his own countrymen, and catered generously to the morbid New England appetite for slander on the South. He mourned less for Horn and Egmont and Barnevelt butchered than for Sumner caned. He was a pet of the sainted Lincoln. Seward loved and honored him. When, in 1861, the European diplomatic corps was remodelled, with characteristic infelicity the panegyrist of Protestant Holland was sent to the most Catholic court of Europe, and there distinguished himself by writing a huge budget of rhetorical despatches about the affairs of the world in general, which Seward printed and Sumner praised. "Blistered be the tongue and palsied the hand," said he pleasantly of Mr. Gladstone, "which could utter or write such words as 'that the South was a nation.'" And so throughout; and, whatever we carping critics may think, this belderdash was a merit in the eyes of those who made Mr. Grant President. It was all fresh when he was selected to go to England. Then, too, was he not a martyr on the shrine of the Moloch Johnson? Was he not reported against for *lese-majeste;* and did not the then President insult him by superseding him by an obscure Philadelphia lawyer, whom, in turn, General Grant contemptuously dismissed? Such being his antecedents, aside, we repeat, from all question of fitness, the President did the most natural thing in the world when, at the instance of a dear and common friend, he sent him to England. It is true, Mr. Fish trusted him with no work, which rather enhances the injustice done him now. He had nothing to do, and he did it thoroughly. He mourned with Lord Muncaster. He lunched the King of the Belgians. He religiously wore a black coat at Windsor and Buckingham Palace. He escorted poor Mr. Peabody to Plymouth. He attended the Dickens obsequies. In short, what he had to do he did, and his reward is disgrace; and Mr. Frederick Frelinghuysen, who never wrote a book, but is a sensible, practical man, goes in his place. New Jersey supersedes New England. Massachusetts is aghast at the slaughter of her innocents; but what cares he of the silent tongue? He punishes his enemies and is content!

PROPERTY OF MARRIED WOMEN.

From the N. Y. Evening Mail.

A case which forcibly illustrates the necessity of a change in some of the laws relating to the property of married women has just been decided in Newark, N. J. The facts in the case appear to be as follows:—Several years ago a young lady of many personal attractions married a person whose name it is not necessary to mention—a man without means and of anything but industrious habits. The wife had accumulated a small property, and was known as a woman of great business energy and tact. The husband, as time wore on, gradually fell into habits of entire indolence, failing to provide for himself and wife, and exhibiting an indifference, it is said, to her happiness which altogether alienated her affections. Finally, this condition of affairs becoming intolerable, the wife proposed a separation, agreeing to give the husband the sum of $2500 if he would quit the home she had earned, and leave her to make her own way without incumbrance. The husband promptly accepted the offer, and the separation was effected, with the understanding that it was to be absolute and final. Thus relieved, the wife addressed herself with increased energy to the business she had established, finding a supreme satisfaction in the thought that whatever she might earn, whether little or much, would be all her own and could not be squandered in riotous living by any person claiming to exercise authority over her acts.

The woman's hopes, however, of a peaceful and prosperous future suffered sudden blight. In the month of March last she sickened, and, after a brief illness, died. After her death it was found that she had made a will, in which she bequeathed her property to others than her husband, the greater portion being given to her parents. The husband at once filed a caveat against the will, claiming the right to administer upon the estate. The case was elaborately argued, and recently the court gave a final opinion, setting aside the will on the ground that a married woman has no legal right to dispose of her property without the consent of her husband.

This is, no doubt, New Jersey law, but we submit that it is not justice. If a woman who by her industry secures a competency in spite of the improvidence, neglect, or indolence of her husband, cannot dispose of her own estate or protect her own children from want, after the husband has formally and absolutely abdicated all claim over her as his wife, it is certainly high time something should be done to invest her with that authority. Under the New Jersey law a married woman has no incentive, not even the slightest, to loftiness and consecration of purpose in the marital relation, no stimulus whatever to providence and industry; she is the mere slave of a taskmaster, against whom, however brutal or inhuman, she has no means of redress or defense. In the case under consideration the wife is said to have remarked to her physician, a day or so before her decease, that she would rather see her estate scattered to the winds than that the man who had so wronged her and so wrecked her life should receive a single penny of the fruits of her toil. But under the law, invoked by the husband instantly upon her decease, the dominant and supreme desire of the woman is wholly ignored, and every dollar of the estate she had accumulated goes directly into the possession of the person who, of all men in the world, had the least right, in common justice, to receive it.

Surely New Jersey has need to change her laws in respect to the rights of married women, if she would keep abreast of the civilization of the age.

THE NEUTRALITY OF ENGLAND.

From the N. Y. Herald.

Yes, let England remain neutral, or otherwise let her look out. It is a familiar fable that tells of the nobler beasts engaged in a combat which satisfies their natures, and of a meaner beast that satisfies its nature in quite another style—by sneaking off with what should be the spoil of victory; getting by pitiful theft what it could not gain in the more daring way. And even a commercial age—an age that looks upon tricksy traders as great men, and exalts small thrift above all the virtues—even such an age cannot contemplate the figures in this old story without a natural sentiment of contempt for the one that is an incarnation of its own spirit. The conduct of the jackal in the fable, or whatever meaner beast may be put in his place, is to have its latest exemplification apparently in the attitude of England with war all around her; and this conduct is so thoroughly in accordance with the character of recent English politics that we cannot doubt but this jackal spirit will still control, until that shall be done which would force even a jackal to fight. "England is neutral!" How often England herself, through all her channels of expression, assured us of this fact during the war for the Union! She was neutral; but she sent out, supplied with everything but her flag, the ships that destroyed our commerce, and her commerce profited by the result. Was this anything but the neutrality of the jackal? When the war came her shopkeepers' spirit naturally carried her to the side of the Southern people: for of them could be made customers, and twelve miltions of strictly agricultural population are a startling vision of temptation to the manufacturer and trader, and siding with them in war she might have gained them and destroyed the Union. But that would be to gain things as the lion does, or the tiger, or any other wild beast that has some generous points of character. She preferred the part of the jackal.

Are the days of the lion gone forever? Has England seen the last of herself as head and front of Europe in its great contests and the supreme arbiter of every dispute? Were Pitt and Palmerston only deluded drivellers—enthusiastic blunderers, who wasted the vitality of England for flimsy fancies, and gained less with all their glory than this age shall gain by a knowing application of the doctrines of neutrality and trade? It seems so. England cannot see her way clear to keep out of this fight without stretching what she calls her honor. Let it stretch then. "What is honor but a word?" It is only thin air. But there is some substance in neutrality well manipulated. England is pledged to guarantee the independence and integrity of Belgium, and it is not within human possibility that the case should fail to occur in this war in which she has promised to take up arms. But when she gave that promise she did not suppose that all the commerce of Europe might be in the scale; and now that it is she will do her utmost to fail in her pledge—to withhold the fulfilment of her promise. She is allied to Prussia, too, by direct relations in the families of the sovereigns, and by general sympathy with the North German hostility to France. But then she had a similar sentiment of sympathy once before with the Northern people who fought for free government, and against that vile institution of slavery for which England has such a magnificent official abhorrence; but this sympathy did not blind her eyes to the whereabouts of her customers. Neither will her sympathy with Prussia blind her to the trade of Europe, to be had at such a cheap rate as merely standing still; for she has the eyes of the jackal for any perfectly safe and easy advantage.

Neutrality is her great game in the world—her specialty among the nations. It pays wonderfully; and when Mr. Disraeli attributes all greatness to the domination of Hebrew thought this is, perhaps, what he means. Greatness is something that pays. Just now, moreover, there are additional reasons over the reasons that apply in every other case why England should be neutral. If she ventures into the war she will have trouble at home, and instead of profiting by the ruin of others in her commerce she will not have a timber left on the sea outside her navy. One of the reasons is seen in the position taken by the Irish; the other in the history of the Alabama. If England puts a soldier in Belgium or inside the Prussian lines she takes the field against France: and one hundred thousand Irishmen paraded in Dublin on Tuesday to declare their wish that France might triumph over all her foes. In the House of Commons it was declared the other night that England, with all her show of force on paper, could not put fifty thousand men in the field; and her military impotence was seen even in the Crimea. She would invite, therefore, disaster that she hardly has power to resist. And once at war shall we not retort on her the example of the Alabama? Yea, and we will better the example. She has not paid for her depredations on our trade, and still holds all that she did as lawful and right. Very well; we will accept instead of indemnity that view of the law, and apply it to her case as she applied it to ours; and as she judges things by a mercantile standard, let her decide in the end whether it is not cheaper for nations to be just.

THE GOVERNMENT AND FEMALE SUFFRAGE.

From the Pall Mall Gazette.

It may be right or wrong that women should have votes. Possibly it will make little practical difference whether the votes are given or denied to the comparatively small number of women who would be enfranchised by Mr. Jacob Bright's proposal. But one thing may be said with some confidence, namely, that it cannot be a matter of indifference whether the principles upon which Mr. Bright's supporters proceed should or should not receive the sanction of Parliament. For good or for evil, it is difficult to imagine a change more vitally affecting the welfare of society than that which they propose. Such changes as the more fanatical reformers advocate would be of far greater importance than the alteration in land laws or educational systems which occupy so large a part of our legislative energy. If women are to have votes, to be members of Parliament, clergymen, lawyers, physicians, and merchants, and marriage is to be nothing but a voluntary and temporary contract, the result may possibly be that society will be regenerated, but at least the morals and the legislation of the country will be profoundly affected. Upon this truth all parties will be probably agreed; the advocates as well as the opponents of the change are equally emphatic in asserting it; and therefore we cannot regard without wonder the way in which the question is being practically dealt with. Of Mr. Mill and Mr. Jacob Bright, indeed, we have nothing to say. They have made up their minds for right or for wrong, and they are fighting the battle with a single and intelligible purpose. But it is strange that their opponents should treat the matter with such serene indifference. It is significant that, as we are told, this is not a party question, and that many staunch Conservatives should advocate the change side by side with the most thoroughgoing Democrats. Nothing could illustrate more forcibly the confusion into which old party lines are falling. It appears that the two great parties in whose struggles all political activity is supposed to be concentrated are not at issue upon one of the most important topics of the day. If half the Conservatives were in favor of an extension of the suffrage to a lower class, and half the Radicals were opposed to it, we should find it hard to discover satisfactory definitions for Conservatism and Radicalism. Yet, when it is proposed to extend the suffrage to persons differing not in fortune but in sex from the present holders, it seems that politicians in general have no distinct views upon the subject. If the ideas which animate the two parties have no application to so vital a question, it becomes difficult to understand how they can have any ideas worth mentioning. And if this is surprising, it is equally strange that Government should openly declare that it has not made up its mind on the matter. There are, of course, many topics on which Government cannot be supposed to have made up its mind. It may not quite have decided what to do about Epping Forest or the constitution of the governing body of Rugby. But it surely might have some opinion as to whether women should have the political duties and privileges of men, and whether the Legislature should in any case take account of difference of sex. And if it had any decided opinions on such matters, it could surely find some doctrines applicable to the question of female suffrage.

The consequences of its equanimity on such topics are far from creditable. If women are to have votes, the concession should be made after full consideration. They should not, as it were, creep into the polling booths because nobody quite knows whether they had better be tolerated or dismissed. Yet this seems to be the manner in which the question is being at present decided. First, women get municipal votes because nobody cares very much whether they have them or not. This concession is made a sufficient ground for giving them voes in the election of members of Parliament whenever they have the qualification required from men. The next point will be to alter the qualification, so as to admit women to a larger share of the electoral privilege; and so, by a gradual advance, we shall move on quietly from point to point of the whole woman's rights programme. As a rule, we have not much respect for the argument named after the thin end of the wedge. It generally amounts to saying that we should not pay a debt which we do owe for fear of being afterwards called upon to pay something that we do not owe. Stronger grounds are made for resisting unjust demands by satisfying fully and frankly all demands which can be well made out. But in this instance the case is somewhat different. We are not objecting to a concession of a harmless privilege because it may possibly lead to an increase of demands already put forward, but we do object most decidedly to a mode of meeting a demand, or rather of permitting it by evasion, which seems to imply that no principles are involved in the matter. We allow women gradually to occupy new positions without explicitly discussing the question whether it is a good thing for them and for society at large, and indeed without even making up our minds on the subject. Whether the effect of the change now in contemplation be great or small, it raises the same issuses as the much more decisive changes which will be demanded hereafter; and if nobody cares to form an opinion upon them now, there seems to be little reason why we should ever care to consider them at all. If we go on in our present frame of mind, we shall wake up some morning and find that a social change of the highest importance has taken place, and that we have looked on as quietly as if it were simply a change from one fashion to another, and had no more significance than the adoption of chignons or the abandonment of crinoline.

OPIUM.

From the London Saturday Review.

It is not often that an abstract proposition started by a man with a hobby has any useful result in the House of Commons. It is generally a pure waste of time to inquire whether he is right or wrong. But the debate on the Indian opium trade was, in its way, of considerable use, although its issue was easily foreseen, and although it could have no immediate effect. If there could be an Indian subject named on which the House of Commons might profitably and properly spend an hour's talk, it is the revenue derived from the traffic in opium. The people of England feel that in some dim and almost unintelligible manner they are the governors of India and responsible for its management. They do not interfere much with the details of the Government, for they know nothing about them, and they have the sense to see that they would do a great deal of harm if they interfered. But they believe that on all very great points the virtual control of Indian government rests with the English House of Commons. They are ordinarily invited to be very proud of the possession of India, to look on India as a marvellous field for English science, courage, and energy, and to hope that they are doing a great moral and even religious work by carrying out there what they believe to be wise and just maxims of policy. But there is very often represented to be one blot on our Indian government, and that is the sanction and encouragement given by it to the consumption of opium in China. It is commonly said that we do what we know to be very wrong in order that we may get money. It is difficult to see how a more important question regarding India could be brought before the House of Commons. If the popular impression is true, then the English nation may reasonably ask that it shall be relieved as soon as possible from using the immense power it possesses in order to sanction what it knows to be wrong. It would sooner or later have a most pernicious effect on the tone of public morals here, if men were secretly persuaded that they were responsible for a system of government in Asia which supported itself by means that were generally supposed here to be unquestionably wrong. If the popular impression is wrong—if, as a matter of fact, the Indian Government does not sanction or encourage the traffic in opium, or if the traffic in opium is not a traffic which it is wrong to sanction or encourage—then it is surely most desirable that the truth should be known in England, and that the national conscience should be relieved from a depressing burden.

The Government speakers, with Mr. Grant Duff at their head, took the bull fairly by the horns, and avowed their conviction that the opium traffic was not wrong at all. The use of opium was, according to them, like the use of tobacco or of wine, sometimes useful, sometimes neither good nor bad, sometimes positively pernicious. Opium, they say, may be taken in too great quantities, so may tobacco or claret or ginger-beer. Rash people smoke till they are sick, or drink claret till they are drunk, or imbibe ginger-beer till they burst, but it is quite right to let moderate people smoke and drink as much as they think fit. Mr. Grant Duff assured his hearers that, so far as he could make out, the Chinese took, as a rule, about the right quantity of opium. They smoked themselves quiet, but not stupid; and then, as he thought should be specially noticed, even if they did smoke too much opium sometimes, it was the peculiar merit of opium that it makes those who take too much of it not noisy, but very quiet. If a certain amount of excess must be looked for in every country, it was, as the Indian Under-Secretary suggested, very kind in the Indian Government to supply the Chinese with a drug which, if they will take too much of it, prevents them from being nuisances to their neighbors. It is at least something that a man who takes more opium than is good for him does not sing comic songs and wrench off knockers. But this is not all. The use of opinm may be put on a much higher footing than this. It may, as was urged, be looked on as the destined and natural corrective of tea. The Chinese are a tea-drinking people—in fact, a very tea-drinking people. To drink tea is looked on in England as something virtuous in itself, because experience shows that men who will stick to tea and to nothing else for any length of time are of a gentle and mild turn of mind, and love to live with the sort of women who adore the placid virtues. But in China the virtue is too common to be a virtue. Tea is drunk by every one freely; but then tea is a stimulant, and although it does not cloud the brain, it shakes the nerves. Nature, however, assisted by the Indian Government, supplies the remedy, and the remedy is opium. It is by the use of this salutary drug that the Chinese are enabled to still the irritation and tranquillize the febrile excitement which their tea would produce. In the same way, it is said, the coffee-drinking nations smoke tobacco to keep their nerves quiet; and thus opium and tobacco equally fulfil a most excellent purpose, for, although coffee drinking has never, like tea drinking, been raised to the dignity of a positive virtue, there is generally allowed to be something dignified, Oriental, and patriarchal in drinking coffee, especially if it is badly made and has no milk in it. The tables are thus completely turned on Sir Wilfrid Lawson, and the Indian Government is rapidly elevated, almost before it can know where it is, to the proud position of being the benefactor of nearly the third part of the human race. It is true that the Chinese Government has done all it can to forbid and discourage the introduction of opium into its territories, on the express ground that its use is most mischievous; but this was simply because it did not understand the necessity of having opium as an antidote to tea. That this necessity was, however, deeply felt by the Chinese people is perhaps shown by the rapidity with which, in spite of every discouragement, the growth and use of opium has made its way in China; so much so that Mr. Grant Duff, with a more than official enthusiasm, did not hesitate to compare the assured complacency of its triumphant supporters with that of the Christian Church when fully established in the Roman Empire. Whether this most pleasant and comforting view of opium, and the traffic in opium, and the revenue from opium, is fully supported by the little we know of Chinese current history is not altogether certain; but Mr. Grant Duff was able to say, without the fear of any one venturing to corroborate or contradict him, that the Chinese people are just as strong, just as clever, and just as energetic since they took to opium as they were before. We in England know nothing about opium taken in moderation and as a corrective to tea. We only know of it as taken in excess. But stories of the Bradford babies, such as Mr. Fowler offered, and the sad records of the lives of Coleridge and De Quincey, may really show no more as to opium than tales of wild tribes killed off by the firewater of the whites show as to gin or whisky. The belief that we, who owe to the Chinese the pleasure of the innocent use of tea, are enabling them by our opium to make their use of it innocuous, is too delightful to be abandoned until it is disproved.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESNUT STREET BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870.

DIVIDEND NOTICE.

The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20.

A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.

All orders for dividends must be witnessed and stamped. S. BRADFORD,
6 29 1m Treasurer.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESNUT HILL SAVINGS AND LOAN BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to two hundred and fifty thousand dollars.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE JEFFERSON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE HAMILTON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world. Harmless, reliable, instantaneous, does not contain lead, nor any *vitalic* poison to produce paralysis or death. Avoid the vaunted and delusive preparations boasting virtues they do not possess. The genuine W. A. Batchelor's Hair Dye has had thirty years untarnished reputation to uphold its integrity as the only Perfect Hair Dye—Black or Brown. Sold by all Druggists. Applied at No. 16 BOND Street, New York 4 27 mwf

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 95

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE UNITED STATES BANKING COMPANY, to be located at Philadelphia, with a capital of one million dollars, with the right to increase the same to five million dollars.

PATENTS.

UNITED STATES PATENT OFFICE, WASHINGTON, D. C., July 1, 1870.

On the petition of CYRUS CHAMBERS, Jr., of Philadelphia, Pa., praying for the extension of a patent granted to him on the 7th day of October, 1856, for an improvement in Machine for Folding Paper, it is ordered that the testimony in the case be closed on the 6th day of September next, that the time for filing arguments and the Examiner's report be limited to the 16th day of September next, and that said petition be heard on the 21st day of September next.

Any person may oppose this extension.

SAMUEL S. FISHER,
7 8 f3t Commissioner of Patents.

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.

MUNDY & HOFFMAN.

FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON,
Of the late firm of EVANS & WATSON.

FIRE AND BURGLAR-PROOF

SAFE STORE,

No. 53 SOUTH FOURTH STREET,

3 21 5 A few doors abov hesnut st., Philada.

Corn Exchange Bag Manufactory
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

PROPOSALS.

PROPOSALS FOR CLOTHING AND CLOTHING MATERIALS.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,
July 1, 1870.

Sealed Proposals, indorsed "Proposals for Clothing," will be received at this Bureau until 2 o'clock P. M. on the 27th day of July, 1870, for the supply of the following articles, viz.:—

50,000 yards Dark Blue Flannel.
10,000 yards Blue Nankin.
10,000 yards Barnsley Sheeting.
25,000 pairs Woollen Socks.
8,000 pairs Calf Shoes.
4,000 pairs Kip Shoes.

The above-mentioned articles must be delivered at the Navy Yard, New York, within ninety days from the date of contract, and must conform to navy standard, and be equal in all respects to the samples at the several Navy Yards, and must pass the usual inspection.

The Flannel must be all wool, twilled, and wool-dyed with pure indigo, and must be in pieces of about fifty yards in length, twenty-seven inches wide, weighing five and one-half ounces per yard, and to have a list on each edge of four white woollen threads woven in the whole length of the piece; the pieces to be rolled separately without cloth boards, and no piece to have a less average weight than five and four-tenths ounces per yard. The quality and color of the flannel to be equal to the samples at the several inspections.

The Nankin must also be pure indigo-dyed.

The Sheeting must be free from cotton, eighty inches in width, weighing twelve ounces and thirty-one one-hundredths per yard, texture 4 by 4 to 1-16 inch.

The Shoes must be delivered in boxes made of seasoned white pine, planed and tongued and grooved; sides, top, and bottom five-eighth inch thick, and the ends one inch thick; the sides to be nailed to the bottom, and the top to be secured by not less than ten one and three-fourth inch screws, one screw at each end of the box, to be counter sunk one quarter inch by one and one-quarter inch in diameter.

The sizes of the Socks and Shoes must conform to the schedule to be supplied by the inspector at New York.

Bonds, with approved security, will be required in one-quarter the estimated amount of the contract, and twenty per cent. in addition will be withheld from the amount of each payment as collateral security for the due performance of the contract, which reservation will not be paid until the contract is fully complied with.

Every offer must be accompanied by a written guarantee, signed by one or more responsible persons, that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to furnish the articles proposed.

No proposals will be considered unless accompanied by such guarantee, *nor from any parties who are not bona fide manufacturers of or regular dealers in the articles they offer to furnish*, in conformity with the second section of the joint resolution approved March 3, 1865.

The Department reserves the right to reject any proposals unless the responsibility of the guarantors is certified to by the Assessor of Internal Revenue for the district in which they reside; and unless the license required by act of Congress is furnished with the proposal, as well as to reject any proposal not considered advantageous to the Government.

E. T. DUNN,
7 2 ftust Chief of Bureau.

DEPARTMENT OF PUBLIC HIGHWAYS,
OFFICE, No. 104 S. FIFTH STREET,
PHILADELPHIA, July 21, 1870.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the Office of the Chief Commissioner of Highways until 11 o'clock A. M. on MONDAY, 25th inst., for the construction of a sewer on the line of Amber street, from the southwest curb-line of Setterly street, to connect with the sewer in Sergeant street. And on the northwest side of Girard avenue, from Vienna street to the southwest curb-line of Montgomery avenue. Said sewers to be constructed with brick, circular in shape, with a clear inside diameter of three feet, with such manholes as may be directed by the Chief Engineer and Surveyor. The understanding to be that the sewers herein advertised are to be completed on or before the 30th day of September, 1870. And the contractor shall take bills prepared against the property fronting on said sewer to the amount of one dollar and fifty cents for each lineal foot of front on each side of the street as so much cash paid: the balance, as limited by ordinance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is finished.

When the street is occupied by a city passenger railroad track, the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be paid the contractor by the company using said track, as specified in Act of Assembly approved May 8, 1866.

Each proposal will be accompanied by a certificate that a bond has been filed in the Law Department, as directed by ordinance of May 25th, 1860. If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the difference between his bid and the next lowest bidder. Specifications may be had at the Department of Surveys, which will be strictly adhered to. The Department of Highways reserves the right to reject all bids not deemed satisfactory.

All bidders may be present at the time and place of opening the said proposals. No allowance will be made for rock excavations, except by special contract.

MAHLON H. DICKINSON,
7 21 3t Chief Commissioner of Highways.

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA,
CLERK'S OFFICE,
PHILADELPHIA, July 8, 1870.

In accordance with a resolution adopted by the Common Council of the city of Philadelphia on Thursday, the 7th day of July, 1870, the annexed bill, entitled "An Ordinance to Create a Loan for a House of Correction," is hereby published for public information.

JOHN ECKSTEIN,
Clerk of Common Council.

AN ORDINANCE

To Create a Loan for a House of Correction.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, for a House of Correction, five hundred thousand dollars, for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued, shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city daily for four weeks, the ordinance presented to the Common Council on Thursday, July 7, 1870, entitled "An ordinance to create a loan for a House of Correction;" and the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 7 2 4t

NEWS SUMMARY.

City Affairs.

—Last evening, at 7 o'clock, Augustus Schultz committed suicide by hanging himself at his residence, No. 1716 Germantown avenue.

—A meeting of the Philadelphia bar will be held in the Supreme Court room to-morrow (Saturday), at 12 o'clock noon, in respect to the memory of General William A. Leech.

—Rev. William A. Schaeffer, son of Dr. C. W. Schaeffer, of St. Michael's Lutheran Church, Germantown, has accepted a call from Christ's Lutheran Church, at Easton, Pennsylvania.

—Elizabeth Murphy, aged seventy-one years, residing in Hunter street, near Tenth, fell from the roof of her house yesterday and fractured her thigh. She was admitted to the Pennsylvania Hospital.

—An informal meeting of members of the Plasterers' Association was held last evening, at the hall, Ninth street and Girard avenue, at which statements were made showing that the members of the association have suffered somewhat by persons offering their services for a reduced price.

—Colonel Harmanus Neff, a well-known citizen, was overcome by the heat yesterday afternoon, at Messrs. King & Baird's printing office, in Sansom street. He had been busily engaged the entire day in going about the city perfecting the arrangements for the reception of the 5th Maryland Regiment today, and also for the funeral, of his friend, General William A. Leech to-morrow. The attack, though a very severe one, was successfully combatted by the physician present, and last evening he was doing very well.

—The funeral of General Leech will take place to-morrow afternoon at 4 o'clock, from the residence of his father-in-law, Mr. Edwin Greble, on Nineteenth street, above Walnut. After religious services at the house the interment will take place at Woodlands Cemetery. The following civic and military organizations will take part in the funeral: The officers of the 7th Regiment P. V., the officers and members of the 19th Regiment, P. V. The National Guards will turn out by order, and Mount Moriah Lodge A. Y. M., and Philadelphia Commandery, No. 2, of Knights Templar, will also join in the obsequies.

Domestic Affairs.

—Gold closed yesterday at 120.

—The new Pension law will go into effect to-day.

—New York State looks for a grain crop one-half if not three-quarters larger than that of last year.

—Two men have been arrested in Colorado and bound over for trial for participating in a lynching affair.

—The remains of M. Prevost-Paradol are to be taken to France in the French steamer which sails to-morrow.

—Napoleon has directed M. Berthemy to remain at Washington as French Minister until his successor can be appointed.

—It is understood that General Sherman will command General Sheridan's department during that officer's absence in Europe.

—Red Cloud says that if all his people do not make a treaty he will leave them and join the white people. He is going to send his son East to be educated.

—A despatch has been received in Washington stating that France refuses to exempt the North German steamers from capture except those at sea, ignorant of the war.

—Yesterday the award of $5000 offered for the arrest of Detective Brooks' assailants was made in Washington, $2000 being given to New York and $3000 to Philadelphia.

—A rumor is afloat in San Francisco that a filibustering expedition is being fitted out in that port for the capture and plunder of the French colonies of Tahiti and New Caledonia.

THE WAR.

ATTITUDE OF THE GREAT POWERS—PASSIVE NEUTRALITY OF AUSTRIA—FRENCH TROOPS IN ROME—EXEMPTIONS ALLOWED BY FRANCE.

PARIS, July 21.—The official journal makes the following announcement:—"The Emperor has decided on the proposition of the Minister of Foreign Affairs, that all subjects of Prussia or of States allied with Prussia in France or French colonies shall be permitted to remain so long as their conduct furnishes no cause for complaint. Admission from this date to the territory of France of subjects of Prussia or allied States will be subject to special permission, given only exceptionally. In regard to vessels of commerce belonging to the enemy, the following rules will be observed:—

"To such vessels now in French ports, or which may enter said ports in ignorance of the war, a delay of thirty days will be granted for their departure, and safe conduct will be given them until their arrival at their destination, or at ports to which they belong. Vessels having shipped cargoes for France, on account of French parties before the declaration of war, are not liable to capture, and may safely discharge their cargoes and load with other in the ports of the empire, after which they will receive safe conduct to the ports to which they belong."

PARIS, July 21.—Subscriptions to the patriotic fund continue to pour in. The attaches of the Imperial household give their salaries for one month.

At the Comedie Francaise last night a scene occurred similar to that at the opera. The leading actors declaimed the "Marseillaise," creating tremendous excitement in the audience.

The French Government has sent out a circular denying that the French soldiers have invaded the Bavarian soil, and declaring that falsehood a malicious creation of Prussian agents.

The *Francais* says:—"Italy promises to maintain a friendly attitude towards France, and the latter declines other aid unless Austria interferes." Reports are favorable from diplomatic agents in Denmark and Spain. Russia, however, seems inclined to favor the Germans."

The *Journal Officiel* denies that there is any truth in the charge of deceit made against Ollivier in the Prussian journals because he stated that the King of Prussia insulted the French minister, and then gave notice of the act to Europe in a circular note. M. Ollivier was simply inaccurate in calling a note what was actually a telegram sent in hot haste to all foreign courts.

PARIS, July 21—Evening.—Rumors of Russia's intention of joining Prussia are gaining credence hourly. Couriers left to-day with despatches for the Cabinets of Austria and Italy.

It is believed the Emperor demands the fulfillment by the powers of the agreements already made to stand by France.

It is said an order for the withdrawal of the French troops from Rome will be issued on Monday.

LONDON, July 21.—It is reported that the French army on the Prussian frontier will make Sierck a base of operations. A French gunboat is cruising off the Eddystone light, and French cruisers are reported off Emden, in Hanover.

LONDON, July 21.—The *Shipping Gazette*, considering the extent of coast line of Prussia, doubts if a blockade can be made effective under the law of nations.

In the House of Commons to-night Mr. Gladstone answered a number of questions of which notice had previously been given. In the course of his replies he said Russia and Austria had used every effort with Prussia and France to preserve peace. He was unable to state what Prussia might have expected from the withdrawal of Prince Leopold, and had no knowledge of the existence of the secret treaty between France and Denmark. He was sorry to say that all the correspondence in the Foreign Office on the proposition for mutual disarmament of the nations of Europe was not ready for publication, and that some of the papers on the subject would be submitted on Friday. He had no doubt on the score of the neutrality of Holland, Belgium, and Luxemburg.

A squad of two hundred French soldiers crossed the frontier on Tuesday on a reconnoissance, and were all captured after a skirmish. None were killed, and few wounded.

It is officially stated that France has demanded a pledge that no German prince should ascend the Spanish throne; that one of the Hohenzollern princes shall reside permanently in Paris as a hostage, or a heavy amount of money be deposited in France to be forfeited if the pledge should be broken, or that the Rhine provinces be given over to French keeping, and held therein until the death of the last Prince of Hohenzollern.

THE COUNCIL.

INFALLIBILITY PROCLAIMED—CEREMONIES IN THE VATICAN.

PARIS, July 21.—As previously announced in a brief despatch, the dogma of infallibility was proclaimed at Rome on Monday last. Its promulgation was attended with the most imposing religious ceremonies, and was received with great rejoicing. The public session of the Œcumenical Council commenced at 9 A. M. with the celebration of mass. The Pope arrived at the conclusion of mass, when prayers were offered, invoking the aid of the Holy Spirit.

The fathers were called upon for their votes on the entire *schema* of primacy and infallibility, and it was adopted by the figures before reported, viz., 538 votes *placet* and only two *non placet*. In this vote all the legitimate opposition is ended. The Pope then appeared and promulgated the new article of faith, and the ceremonies closed with a Te Deum, in which all the members of the council and spectators joined with enthusiastic devotion.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES..... 4·47 MOON RISES..... 0·20
SUN SETS..... 7·25 HIGH WATER..... 8·37

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Parana	London	New York	July	2
Malta	Liverpool	New York	July	5
City of Dublin	Liverpool	New York	July	9
Hanover	Havre	New York	July	9

FOR EUROPE.

Cambria	New York	Glasgow	July	23
Erin	New York	Liverpool	July	23
C. of Washton.	New York	Liverpool	July	23
Lafayette	New York	Havre	July	23
Weser	New York	Bremen	July	23
C. of Antwerp.	New York	Liverpool via H.	July	26
Wisconsin	New York	Liverpool	July	27
Hanover	New York	Bremen	July	28
Parana	New York	London	July	30
France	New York	Liverpool	July	30
Anglia	New York	Glasgow	July	30
C. of Paris	New York	Liverpool	July	30
America	New York	Bremen	July	30

COASTWISE, DOMESTIC, ETC.

J.W. Everman.	Philadelphia.	Charleston	July	22
Wyoming	Philadelphia.	Savannah	July	23
St. Louis	New York	New Orleans	July	23
Merrimack	New York	Rio Janeiro, etc.	July	29
Prometheus	Philadelphia.	Charleston	July	29

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Fanita, Freeman, New York, John F. Ohl.
Steamer J. S. Shriver, Webb, Baltimore, A. Groves, Jr.
Schr Mary Riley, Riley, Savannah, J. C. Scott & Sons.

ARRIVED YESTERDAY.

Steamer S. C. Walker, Sherin, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer Diamond State, Wood, 11 hours from Sassafras River, with mdse. and passengers to A. Groves, Jr.

Brig Mary Cobb, Brown, 4 days from Boston, with ice to Eastern Ice Co.—vessel to B. Crawley & Co.

Schr E. J. Palmer, Smoot, 9 days from Matanzas, with sugar to William Buzby—vessel to B. Crawley & Co.

Schr Thomas Ware, Abdill, 6 days from James River, with lumber to Collins & Co.

Schr General Cropper, Williams, 4 days from Pocomoke River, with lumber to Collins & Co.

Schr Olivia, Fox, 1 day from Odessa, Del., with grain to Jas. L. Bewley & Co.

Schr Ariadne, Thomas, 1 day from Smyrna, Del., with grain to Jas. L. Bewley & Co.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 21.—Five barges leave in tow to-night, for Baltimore, light.

BALTIMORE BRANCH OFFICE, July 21.—The following barges leave in tow to-night, eastward:—

S. A. Clark, Camilla, Charles McCaffrey, and F. C. King, with coal, for New York.

The Major O'Reilly left with those reported yesterday.

PHILADELPHIA BRANCH OFFICE, July 22.—The barge Mary and Emma, with coal, left for New York last evening. L. S. C.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, July 22.—The following boats left this morning in tow:—

P. C. Shaeffer and Tasco, with lumber to Craig & Blanchard.

J. J. Kimerly, with lumber to Patterson & Lippincott.

A. Page, Son & Co., with lumber to E. G. Fay.

Harvey & Showers and Dodge Mills, with lumber, for New York.

Hall & Frank, with lumber, for Wilmington.

Iris, with pig iron, for Wilmington.

(*By Telegraph.*)

LEWES, Del., July 21.—Beating in this P. M., two barks and ten schooners.

In harbor, three schooners, and steamers Washington, America, and Osceola.

Wind N. E. Thermometer, 94.

4·25 P. M.—Two barks beating in:—Anna Augusta, from West Indies, and Orlando, from Boston.

MEMORANDA.

Br. steamer Calabria, McMickan, from Liverpool, Queenstown, and Boston, at New York yesterday.

Br. steamer Abyssinia, Harris, cleared at New York yesterday for Liverpool.

Steamer Europa, McDonald, from New York 9th inst. for Glasgow, was off Moville yesterday morning.

Steamer Arizona, Maury, cleared at New York yesterday for Aspinwall.

Steamer Virginia, Kennedy, from Galveston 12th via Key West 19th inst., at New York yesterday.

Steamer Leopard, Hughes, hence for Amesbury Point, Mass., put into New York yesterday to land a passenger, and proceeded.

Steamer Aries, Wiley, for Philadelphia, cleared at Boston 20th inst.

Steamer Hunter, Harding, hence, at Providence 19th inst.

Steamer Grange, Houston, from Glasgow, was going up to New Orleans 14th inst.

Bark Halfden, Olsen, from Hamburg for Philadelphia, sailed from Cuxhaven 8th inst.

Bark Chief, Harding, hence, at Stettin 7th inst.

Bark Warren White, Lamb, hence, remained at Havana 16th inst., loading to return.

Bark Meaco, Christian, hence, at Cardenas 14th instant.

Br. brig C. C. Van Horn, Coffill, sailed from St. Thomas 6th inst. for St. Johns, P. R., to load for Delaware Breakwater, at 82½ gold.

Brig J. B. Kirby, Bernard, hence, at Kingston, Ja., 7th inst., and remained 9th to return.

Brig John M. Burns, Wyman, for Philadelphia, was loading at Havana 16th inst.

Brig Hattie S. Bishop, Webber, sailed from Cardenas 14th inst. for north of Hatteras.

Brig Samuel Welsh, Darrah, cleared at Ponce 2d inst. for Boston.

Brig Thomas Walter, Robinson, hence, at St. Johns, Antigua, 4th inst., and sailed 7th for Dominica, in ballast.

Brig Lima, Bill, hence for Brunswick, Ga., was passed 19th inst. 40 miles north from Hatteras.

Br. schr Hector, Hackett, hence, at St. Johns, Antigua, 11th inst.

Br. schr Rescue, Hatfield, hence for Windsor, N. S., at Holmes' Hole 20th inst.

Schr Angie Amsbury, hence, at Savannah yesterday.

Schr Zetapsi, Thompson, for Philadelphia, cleared at St. John, N. B., 16th inst.

Schr James Alderdice, Willets, hence, at Newburyport 19th inst.

Schrs Margie, McFadden, and Ruth Shaw, Shaw, hence, at Boston 19th inst.

Schr Sea Queen, Rosebrook, for Philadelphia, cl'd at Calais 16th inst.

Schr Katie P. Lunt, Lunt, from Windsor, N. S., for Philadelphia, at Holmes' Hole 18th inst., and sailed again next day.

Schr E. A. Conkling, Daniels, for Philadelphia, sailed from Marblehead 14th inst.

Schr Thomas Borden, Writhington, from Fall River for Philadelphia, at Newport P. M. 18th inst.

Schrs Francis Edwards, Lovell, and Success, Richards, from Boston for Philadelphia, at New York 20th inst.

Schr Warnock, from Trenton for Providence, passed Hell Gate 20th inst.

Schr Ocean Belle, Coffin; Richard Hill, Smith; J. B. Myers, Elwood; Marion Gage, Heathers; C. B. Wood, Smith; and Anna E. Safford, Powell, hence, at Providence 19th inst.

Schrs Ephraim and Anna, Green; Wm. W. Marcy, Champion; L. & A. Babcock, Smith; Thomas Clyde, Cain; and A. H. Edwards, Bartlett, from Boston for Philadelphia; Nellie, French, from Bangor for do.; John Somes, Heath, from Quincy for do.; Virginia, Bearse, from Richmond, Me., for do.; Jas. M. Vance, Burdge, fm Boston for Hoboken, arrived at Holmes' Hole 18th inst. Passed by, schr Francis E. Hallock, Hallock, from Kennebec River for Philadelphia. Sailed, schr Thomas Clyde. Sailed 19th inst., all vessels excepting schrs Kenduskeag, Helen Hastings, William E. Barnes, E. H. Naylor, John Somes, and L. & A. Babcock.

MISCELLANY.

Ship Bengal, from Cardiff for Singapore, which put into Rio for repairs, had been in collision with British bark Berkshire, Capt. Grant, from Maritius. The latter vessel sunk immediately, taking down Capt. Grant, his mate, and five other persons.

Steamer Dacian, at New York from Glasgow, via Moville, brought 144 passengers.

Br. brig Secret, Anderson, from Manzanilla for Boston, put into Falmouth, Ja., 6th inst., in distress, with loss of foremast, having encountered severe weather.

The English three-masted schr Satellite, from Iquique, Peru, bound to Sandy Hook for orders, was detained at Pernambuco 1st inst. by the English Consul, and the captain placed in confinement. The cargo consists of saltpetre and wool. The vessel was taken in from the outer roads under an armed guard, by the orders of the English Consul, and is detained there.

PROPOSALS.

PROPOSALS FOR CONSTRUCTION OF A SIDE-WHEEL STEAMER OF WOOD FOR REVENUE MARINE SERVICE.

TREASURY DEPARTMENT, WASHINGTON, D. C., June 1, 1870.

Separate Sealed Proposals will be received at this Department until 12 o'clock FRIDAY, July 29, 1870, for building one side-wheel steamer, of wood, of 259 tons (O. M.), for the revenue marine service for the Pacific coast, to be delivered at the port of San Francisco.

Measurements for tonnage to be according to the old Custom House rule, taking the length on load line from forward part of stem to after part of sternpost, breadth of beam moulded, and depth from under part of deck to top of ceiling.

General specifications for the above vessel will be furnished bidders on application at Custom House at Boston, New York, Philadelphia, Baltimore, and San Francisco.

A guaranteed speed of twelve knots on a trial course of a mile, and eleven knots for six consecutive hours, will be required.

Favorable consideration will be given to bids in accordance with the rate of speed guaranteed in excess of the rate above stipulated.

The work will be carried on under the personal supervision of an agent of the Treasury Department, and all facilities must be afforded him for inspecting the material and workmanship. Such parts of either as are not in accordance with the drawings and specifications will be rejected, and must be made good by the contractor.

No bid will be considered for this vessel except from parties regularly engaged in ship-building.

The Department reserves the right to reject any and all bids.

Each bid must be accompanied by a written guarantee signed by the bidder and competent surety (certified to be such by some officer known to the Department), in the sum of twenty thousand dollars ($20,000), that in the event of the acceptance of such bid the necessary contract will be entered into within ten days after notice is given by the Department that the bid has been accepted.

The bid should state the sum for which such vessel will be completed and delivered as aforesaid.

Seven months from the time of signing the contract will be allowed for the completion of the vessel.

A copy of the plans and specifications must be enclosed with the bid as evidence as to the object of the proposal.

All proposals must be signed, sealed, and endorsed "Proposals for Revenue Steamer," and enclosed in an envelope addressed to Secretary of the Treasury, Washington, D. C.

Any bidder may be present and witness the opening of the bids.

Bidders will be required to furnish with their bids a general plan and elevation showing the internal arrangement, with a view to obtain the best disposition of the several parts.

Parties whose bids are accepted will be required to furnish acceptable models with detailed specifications before closing contracts.

The vessel must be built according to American Lloyd's specifications for A No. 1 wooden vessels for nine years. GEORGE S. BOUTWELL,
6 7 2aw16t Secretary of the Treasury

GOVERNMENT SALES.

PEREMPTORY SALE OF THE IRON STEAMSHIP VIRGIN, AT WASHINGTON NAVY YARD, On WEDNESDAY, 27th instant, at 12 M.

This vessel is well known. Description already given in recent advertisements.

The Virgin will be sold peremptorily to the highest bidder for cash.

One-fourth of the purchase money must be paid on day of sale, the remainder on removal of vessel from the Navy Yard. The vessel can be examined any time during the day.

By order of the Secretary of the Treasury.
E. C. BANFIELD, Solicitor.

KILBOURN & LATTA, Auctioneers.
7 18mthmtu4t

CORDAGE, ETC.

WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,

No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

SHIPPING.

LORILLARD'S STEAMSHIP LINE FOR **NEW YORK**

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,

are now receiving freight at
5 cents per 100 pounds,
2 cents per foot, or 1-2 cent per gallon, ship option.

INSURANCE ¼ OF 1 PER CENT.

Extra rates on small packages iron, metals, etc.

No receipt or bill of lading signed for less than 50 cents.

The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.

For further particulars apply to
JOHN F. OHL,
2 6 PIER 19, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

The YAZOO will sail for New Orleans direct, on Wednesday, July 20.

The YAZOO will sail from New Orleans, via Havana on Friday, July 1.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos, and to all points on the Mississippi river, between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The WYOMING will sail from Savannah on Saturday, July 23, at 8 A. M.

The TONAWANDA will sail for Savannah on Saturday, July 23.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINK TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Tuesday, July 19, at 6 P. M. Returning, will leave Wilmington Saturday, July 9th.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent.
6 15 No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER, Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—

ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.

JULY, 1870.
Prometheus, Friday, July 1.
J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.
J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch. Rates as low as by any other route.

Insurance one-half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES.

WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Washington, Saturday, July 23, at 2 P. M.
City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of Paris, Saturday, July 30, at 7 A. M.
City of London, Saturday, August 6, at 2 P. M.

and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK, via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commissions.

Freights taken on accommodating terms.

Apply to
WILLIAM M. BAIRD & CO., Agents,
14 No. 132 South DELAWARE Avenue.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11

WATER PURIFIERS.

FARSON'S

New Patent Water Filter and Purifier

Will effectually cleanse from all IMPURITIES, and remove all foul taste or smell from water passed through it.

In operation and for sale at the MANUFACTORY, No 220 DOCK Street, and sold by House-furnishing Stores generally. 2111

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.

INLAND INSURANCES
On goods by river, canal, lake and land carriage to all parts of the Union.

FIRE INSURANCES
On Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY
November 1, 1869.

$300,000	United States Five Per Cent. Loan, ten-forties	$316,000·00
100,000	United States Six Per Cent. Loan (lawful money)	107,750·00
50,000	United States Six Per Cent. Loan, 1861	50,000·00
$90,000	State of Pennsylvania Six Per Cent. Loan	$13,950·00
$90,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000	State of New Jersey Six Per Cent. Loan	92,000·00
$5,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
$2,000	Pennsylvania Railroad Second mortgage Six per Cent. Bonds	$3,625·00
$5,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	$6,000·00
$5,000	State of Tennessee Five Per Cent. Loan	15,000·00
7,000	State of Tennessee Six Per Cent. Loan	4,270·00
12,500	Pennsylvania Railroad Company, 250 shares stock	14,000·00
8,000	North Pennsylvania Railroad Company, 100 shares stock	2,900·00
10,000	Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
$46,900	Loans on Bond and Mortgage, first liens on City Properties	$46,900·00
$1,235,400 Par.	Market value, $1,255,270·0	
Cost, $1,215,622·27.		
Real Estate		36,000·00
Bills Receivable for Insurances made		$23,700·75
Balances due at Agencies:—		
Premiums on Marine Policies, Accrued Interest, and other debts due the Company		35,097·96
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value		2,740·20
Cash in Bank	$168,318·88	
Cash in Drawer	972·26	
		169,291·14
		$1,892,100·04

DIRECTORS.

Thomas C. Hand,	Samuel R. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade.
Henry Sloan,	Jacob Riegel,
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James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer McIlvain,
Hugh Craig,	H. Frank Robinson,
John D. Taylor,	J. B. Semple, Pittsburg,
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THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 1 1

Life Insurance for the People!

HOMESTEAD

LIFE INSURANCE COMPANY

OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,

PHILADELPHIA,

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.

B. E. DAVIS, Superintendent of Agencies. [4 9 6m

Active and responsible men wanted as Agents.

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '70, $2,825,731·67

CAPITAL	$400,000·00
ACCRUED SURPLUS AND PREMIUMS	2,425,731·67
INCOME FOR 1870, $810,060.	LOSSES PAID IN 1869, $144,908·42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 19
THEODORE M. REGER, Assistant Secretary.

FIRE ASSOCIATION.

INCORPORATED MARCH 27, 1820.

OFFICE,
NO. 34 NORTH FIFTH STREET

INSURE
BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,

From Loss by Fire (in the City of Philadelphia only).

ASSETS, JANUARY 1, 1870, $1,572,732·25

TRUSTEES.

WM. B. HAMILTON,	CHARLES P. BOWER,
JOHN CARROW,	JESSE LIGHTFOOT,
GEORGE I. YOUNG,	ROBT. SHOEMAKER,
JOS. R. LYNDALL,	PETER ARMBRUSTER,
LEVI P. COATS,	M. H. DICKINSON,
SAMUEL SPARHAWK,	PETER WILLIAMSON,
	JOSEPH E. SCHELL.

WM. H. HAMILTON, President.

SAMUEL SPARHAWK, Vice-President.
WILLIAM [illegible], BUTLER Secreta

AMUSEMENTS.

UNITED AMERICAN MECHANICS' HALL, FOURTH and GEORGE Streets.

A GRAND COMPLIMENTARY CONCERT for the benefit of Mr. WILLIAM FALLOWFIELD, the blind Pianist and Vocalist,

TUESDAY EVENING, July 26.

On this occasion the following gentlemen have kindly volunteered to appear:—E. L. Batchelor, Pianist; John Baker, Baritone; James Fielding, Miniature Organ; William Pulman, Violinist; W. Markward, the Renowned Comic; Charles Drew, Balladist; Thomas Lachall, Champion Bone Player; Ed. Chew, Celebrated Clog Dancer; William Fallowfield, Blind Vocalist.

Come and stretch forth a hand like a brother,
Remember that life's but a span,
'Tis our duty to help one another,
And do a good turn when we can.

Admission Tickets, 25 cents. Doors open at o'clock; Concert commences at 8. 7 12 12t

PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 1205 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M. to 10 P. M. 6 6 3m

INSURANCE.

INSURANCE COMPANY

NORTH AMERICA.

JANUARY 1, 1870.

Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, '69.	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,356·84

Statement of the Assets.

First Mortgages on City Property	$766,410
United States Government and other Loan Bonds	1,122,146
Railroad, Bank and Canal Stocks	61,708
Cash in Bank and Office	247,610
Loans on Collateral Security	22,668
Notes Receivable, mostly Marine Premiums	121,944
Accrued Interest	20,327
Premiums in course of transmission	85,186
Unsettled Marine Premiums	100,900

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

FRIDAY, JULY 22, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

THE WAR IN EUROPE.

A DESPATCH from Berlin states that the extraordinary demands by which France precipitated the present European conflict included a pledge from the Prussian Government that no German should ascend the Spanish throne, and a guarantee of the fulfilment of this pledge either in the permanent residence of a Hohenzollern prince at Paris as a hostage, or the deposit of a large sum of money, or the transfer of the Rhine provinces to French keeping. It is manifest that an acceptance of such conditions would have involved the humiliation of King William, and they could only have been demanded for the deliberate purpose of provoking war. Napoleon seems to have satisfied himself that the propitious moment for an avenging blow against Prussia had at last arrived, at a period when the political condition of France, as viewed from the imperial standpoint, demanded that the Empire should typify war instead of peace. He has counted largely upon the discontent of Denmark, the aid of Austria and Italy, and the disaffection of the newly acquired portions of the Prussian domain. It is the traditionary policy of France to conquer Germany by dividing her distracted nationalities, and awakening mutual jealousies. When the first Napoleon wished to humble Austria he was careful to first pacify Prussia, and when he launched his thunderbolts against Prussia he was anxious to patch up an alliance with Austria. It remains to be seen whether the present Emperor, under existing circumstances, can make an equally adroit use of the mutual jealousies of the two great Germanic powers. A short time before the war cloud burst, a fraternal gathering of Austrians, Italians, and Frenchmen was held on the battle-field of Solferino, which was supposed to typify an official surrender of all old animosities, and a cordial understanding that the three nations represented should stand shoulder to shoulder in all new European complications. It is said that Napoleon now formally demands a full compliance with this alleged agreement, and that he proposes to overwhelm the Prussians by hurling against them the combined forces of three great powers, instead of relying exclusively upon the legions of France. Whether this assistance will be rendered remains a matter of conjecture. It is said that the Austrian ministers have decided to maintain a watchful neutrality, and no official assurances of the active aid of Italy in the present war have been announced. The popular feeling of Italy is against Napoleon, despite the assistance he rendered in destroying Austrian domination, and Victor Emanuel would find it no light task to create an enthusiastic Italian wing of a French army. The Germanic portion of Austria, too, has a much greater aversion to France than to Prussia, and a French-Austrian alliance would be acceptable only to the Hungarian subjects of Francis Joseph. At the worst, Prussia can count upon Russian and probably English aid if Italy and Austria combine with France, and Napoleon is as likely to be matched by Bismarck in the formation of alliances as in a military struggle. The spirit evinced in the North German Parliament, and the enthusiasm displayed by the Germans residing in this country, clearly indicate that the union of the Teutonic race will be more cordial and complete than on any former occasion. The newly awakened hopes of German power and unity have created an invincible determination to resist to the death the Napoleonic aggressor, and to obtain guarantees against new French disturbances of the peace of Europe as effective as those which followed in the wake of Waterloo. The Prussians will fight to avenge a deadly insult, to consolidate forever German unity, to extend Germanic dominion over all the Rhine provinces which are occupied by men of their race, to give a death-blow to French dominance; and it will be strange if, when every feeling interwoven with their attachment to their Vaterland is roused up to the highest pitch of enthusiasm, their courage and stuborn endurance do not insure their ultimate triumph.

RED CLOUD AT HOME.

THE plain, straightforward, and earnest manner in which Red Cloud stated what he believed to be the grievances of himself and his people, when he visited the East a few weeks ago, won for him more favor with all right-thinking persons than if his conduct had been marked by subserviency, or by that low cunning which many persons are fond of assuming to be one of the most marked Indian traits. The speeches he delivered were terse, eloquent, and filled with appeals for justice that showed how keenly he felt that his race, whether through their own fault or not, were suffering grievous wrongs at the hands of the whites, while his truly noble and manly bearing on all occasions inspired for him and for his cause a respect that they had never obtained before with a majority of the people in this section of the country. The meeting which he was called upon to address at Cooper's Institute, in New York, brought him nearer to the civilization of the age than anything that occurred during the whole of his visit. Although there were plenty found to sneer at the whole exhibition, it was both a novel and an impressive incident for this savage chief to make a speech to such an assemblage as that which met him in Cooper Institute, and it is probable that the occasion impressed him quite as much, if not more, than it did his auditors. Many hoped that this meeting would be productive of good results, not only in inspiring the white people of the country with a desire to do justice to the Indians, but that it would also have its effect on the savages by impressing them with the advantages of civilization and inspiring them with the idea that the whites are not all their enemies. In spite of the predictions that were freely made that Red Cloud, notwithstanding his peaceful protestations, would start on the war-path so soon as he arrived upon the plains again, events have proved that those who took the most liberal view of his character were not deceived in him. Although he said little while here to indicate what his thoughts on the subject were, he was undoubtedly impressed in a very powerful manner by the wealth and splendor of our Eastern cities, and by the thousand indications of the power and superiority that civilization has conferred upon the whites. Since his return he has been laboring to preserve peace, in opposition to the ideas of many of his tribe, and we are now informed that he has declared he would leave his people if they did not make a treaty and join the whites. It is also said that he intends to send his son to the East to be educated. This will show that the visit of Red Cloud and his delegation to the Atlantic States was not altogether fruitless, and that it is not impossible to impress the Indians with the superiority of civilization to their own savage mode of life if the right method is adopted.

LIEUTENANT-GENERAL SHERIDAN

SOME of our Democratic contemporaries, hard up for something to find fault with in the conduct of the President, have seized upon the appointment of Lieutenant-General Sheridan as a special commissioner to visit Europe for the purpose of observing the conduct of the war as a pretext for sneering both at Grant, who forced the Rebel armies to a surrender, and at Sheridan, who was one of his most efficient coadjutors in accomplishing this result. The New York *World* finds a grain of comfort for itself and its Democratic readers in supposing that in sending Sheridan on this mission the President designed to remove him from the field of glory on our Western plains, and to consign him to a sort of banishment because of his non-success in settling our Indian difficulties out of hand. The probabilities, however, are that both Grant and Sheridan view the subject from a somewhat different point of view, and that the former intends to extend a compliment as the latter imagines he is accepting one. The organ of the "unterrified" in this city has its say on the subject of objecting to Sheridan on the ground that he is only a cavalry officer, and that he has not the kind of military education or experience requisite for forming a proper judgment on operations that will depend mainly on other branches of the service, and that consequently he is an entirely unfit person to be sent on such an errand. It is obvious that the representatives of the party that inaugurated and carried on the Rebellion still bear a bitter grudge against the men who chiefly distinguished themselves in crushing it, but as Grant and Sheridan survived the assaults of the armed rebels in the field, it is probable that they will manage to escape utter annihilation at the present time at the hands of the Democratic editors.

Because General Sheridan achieved his greatest reputation as a cavalry leader, it does not follow as a necessary consequence that he is a fool in every other respect; and any report that he may make with regard to the conduct of the war in Europe will be certain to present important and valuable facts and suggestions that will be of use to all branches of our military service. It is to be hoped, however, that the President will designate an artillery officer and an engineer to accompany General Sheridan on this mission, for in a case of this kind three pairs of eyes will do better than one pair; and as the contest between Prussia and France promises to develop some new ideas on the subject of conducting warfare, it is important that we should obtain all the information possible.

THE European combatants are too discreet to divulge the plans of their campaigns to newspaper correspondents, and any theories on this subject that may be promulgated now are little better than idle conjectures. It has happened heretofore that France has dictated terms of peace to Prussia in her capital, Berlin, and that the Prussians, with their allies, have dictated terms of peace to France in Paris. If the war proves bloody and protracted, the question may again arise in the two nations whether the treaty that is to restore peace is to be dated at Paris or Berlin. The first serious struggle may be on the frontiers, near which both parties are massing very powerful armies, or it is possible that France may seek to utilize her naval superiority by attempting a descent on the Prussian coast. Her shortest road to Berlin is manifestly by sea, and the debatable point is whether she is strong enough to attempt such a movement and to simultaneously defend all the approaches to her own capital. The fortunes of our war hinged for a long period in popular apprehension on the problem whether Washington or Richmond should be captured, and the death-blow was given to the Rebellion by the surrender of the latter. It remains to be seen whether the military movements in Europe are to centre mainly near the borders of the Rhine, or whether an impetuous "on to Paris" or an "on to Berlin" movement can be commenced.

—Peaches cost fifty cents each only at Newport, R. I.

A PERPLEXING QUERY.—A small sheet published up in the coal regions and professing to be the organ of the miners indulged the other day in such a ventilation of its disreputable slang that we give our readers a specimen. If we had not known that the paper containing it was published in Pennsylvania, we should have unhesitatingly located it in Texas. It is very seldom, indeed, that anybody but a Texan editor has such a fluent command of vulgarity as to crowd into twenty lines "blatant and scurrilous scribblers," "infernal idiots," "common slanderers," "consummate villains," and "confirmed fools." With the thermometer at 99 in the shade, our readers will find the following paragraph as refreshing as a plate of vanilla cream:—

"IS IT IDIOCY, OR CONSUMMATE VILLAINY?—The editor of the Philadelphia EVENING TELEGRAPH is one of the most blatant and scurrilous of the many newspaper scribblers who seem to delight in misrepresenting the miners and their orderly associations. If these writers are sincere in what they say, the only plain English title we know of that will suit them is *infernal idiots;* but if, as is most likely, the stories they so industriously and malignantly circulate are manufactured for a purpose, they deserve to be handed over to the strong arm of the law, for fomenting discord and as common slanderers. Why, if one-half they say were worthy of credence, the most vividly-portrayed pictures of Ku-Kluxism would be mere child's play in comparison with the social condition of the anthracite coal fields to-day. Hear how the confirmed fool rants," etc.

There are so many choice phrases in the above paragraph that we feel unable to point out the most striking beauties, but we think that "orderly associations," as applied to the miners' unions, is especially good.

OBITUARY.

Marquis de Olinda.

Pedro de Araujo Lima, Marquis de Olinda, the distinguished Brazilian statesman, died on the 7th of June at Rio Janeiro, at the age of eighty years. He was born in Pernambuco in the year 1790, and he was educated in that city until he was old enough to go to the Portuguese university of Coimbra. After his graduation he devoted himself to the study and practice of law, and in 1821 he was elected a member from Brazil of the Constituent Assembly of Portugal. After the separation of Brazil took place he was elected in 1823 to represent his native province in the Constituent Assembly of Brazil, and from that time until his death he occupied a seat in the Assembly either as Senator or Deputy. On his entry into public life he soon gained a high rank among the Brazilian statesmen, and from 1825 to 1827 he was President of the Chamber of Deputies; also from 1831 to 1837, except during the year 1834. In 1837 he was chosen as Senator for Pernambuco, and twice during the minority of Dom Pedro II he was appointed Regent of the empire, the second time by election. In 1823, 1827, 1832, and 1837 he was Minister of State, and in 1840, when the Emperor, at the age of fourteen years, was declared of age, he was made Viconde de Olinda. He organized the Cabinets of September, 1848; May, 1857; May, 1862; and May, 1865. In 1854 he was raised to the rank of Marquis. He was officer of the Cruzeiro and Grand Cross of the Order of Christ in Brazil, and he also belonged to the Legion of Honor in France, to the Orders of St. Stephen of Hungary, St. Maurice and St. Lazarus of Italy, and the Mejedie of Turkey.

The Marquis of Olinda was a moderate Liberal in politics, and he generally acted in full accord with the Liberal party. He however was opposed to any direct legislation for the emancipation of the slaves, and preferred that they should be gradually freed, so that no social convulsions would be produced by the change. He was no admirer of slavery, and several years ago he manumitted a number belonging to himself. As a statesman he was an indefatigable worker, and even on the day before his death he was in his accustomed seat in the Senate Chamber. His influence was great with all parties, and he was justly esteemed by the Emperor and his subjects as a wise, prudent, and patriotic servant of the State.

TRAGEDY IN ST. LOUIS.

An Old Man Shot Dead—The Buckley Slander Suit.

The St. Louis *Dispatch* of the 19th instant says:—

The news of a terrible murder reached the city this morning, the facts of which we present as given by a police officer who came to town this morning from Carondelet.

The victim was an old man about sixty years of age, named R. D. Buckley. The facts in the case as narrated to us are as follows:—Mr. Buckley lived near Jefferson Barracks, and was a farmer by occupation. Not far from him resided another farmer named Hermann Nichoff, also an elderly man. We are informed that not long ago a quarrel arose between both men on account of some hogs. The precise nature of the quarrel we did not ascertain. Since then the feeling of the men towards each other have not been of a cordial character.

Last evening, as is alleged, both men met on the road about 7 o'clock. The place of meeting was on a road which is a mile and a half beyond the Red Bridge over the river Des Peres, not far from Buckley's house. The quarrel was doubtless resumed, for, as we hear it, Mr. Nichoff fired at Mr. Buckley with a shotgun. The charge entered the latter, and produced almost instantaneous death. Mr. Buckley was conveyed to his residence near by.

The murdered man is, we understand, the father of the young ladies Eliza and Sarah Buckley, the former of whom was recently very prominently placed before the public because of a suit for damages which she instituted against the Missouri *Republican*, and in which, upon trial, she obtained a verdict for $5000. Her sister shortly afterwards began a similar suit.

—The first colored juror was summoned on Tuesday last, to serve at Quincy, Illinois. When he made his appearance in court, five jurors, already sworn in, jumped out of the box and fled.

—By the death of an English settler in California, two worthy young men at St. Louis, Mo., inherit a sum of $60,000, in cash and real estate. They are already the owners of a rope-walk.

—A very severe battle was fought last week between a herd of swine and a den of rattlesnakes on a farm near Columbus, Ohio. The former were victorious.

—The Georgia newspapers are making a very earnest appeal for more independent emigrants. They want no more convicts and paupers, they say, and can manage to get along well enough without any further increase of the African settlers.

—A young man who persisted in courting the daughter of a churchman in Cincinnati after having received notice not to do so, was soundly thrashed by the indignant father the other day. Result: The father is being tried by the Council of the church for conduct unbecoming a Christian.

SPECIAL NOTICES.

☞ DURYEA'S GLEN COVE STARCH RECEIVED the first prize at all exhibitions in this country and in Europe for the past ten years. Starch when pure is purely white and free from sourness. Inferior starch has a golden or yellow tinge, a color not desirable in one's linen. If you want the best and most economical in use ask for DURYEA'S.
Wholesale Agents,
HENRY C. KELLOGG & CO.,
7 22 2t* WATER and CHESNUT Streets.

☞ PHILADELPHIA AND TRENTON RAILROAD COMPANY.
No. 224 S. DELAWARE AVENUE,
PHILADELPHIA, July 20, 1870.
DIVIDEND NOTICE.
The Directors have declared a semi-annual dividend of FIVE (5) PER CENT. upon the capital stock of the Company, clear of Taxes, from the profits of the six months ending June 30, 1870, payable on and after AUGTST 1, proximo, when the transfer-books will be reopened.
7 21 10t J. PARKER NORRIS, Treasurer.

☞ PHILADELPHIA AND READING RAILROAD COMPANY. Office, No. 227 S. FOURTH Street.
PHILADELPHIA, July 15, 1870.
The obligations of this Company given for premium on Gold in settlement for Bonds or Coupons due April 1, 1870, or those given for the settlement of matured Coupons issued by the East Pennsylvania Railroad Company, will be paid on presentation at any time on and after the 20th of August next.
7 19 14t S. BRADFORD, Treasurer.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

☞ FLANNELS, TWEEDS, CHEVIOTS,

DRAPS D'ETE, CREPES, ALPACAS,

SUMMER

SUITS.

SUITS FOR BUSINESS, DRESS, TRAVELLING

HUNTING, FISHING, BATHING,

BOATING,

READY TO PUT RIGHT ON,

AT

JOHN WANAMAKER'S,

818 AND 820 CHESNUT STREET.

☞ STEINWAY & SONS'
GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,
SOLE AGENT FOR THE SALE OF THE
WORLD-RENOWNED PIANOS,
AT THE OLD WAREROOMS,
[4 15tf4p
No. 1006 CHESNUT STREET.

☞ GRAND EXCURSION TO CAPE MAY, over the West Jersey Railroad, in honor of the FIFTH MARYLAND REGIMENT.
Accompanied by Professor McClurg's celebrated Liberty Silver Cornet Band,
MONDAY, JULY 25, 1870.
Fare for the Excursion.....$1·50
Tickets for sale at Ticket Office, No. 828 Chesnut street; at the Band Headquarters, No. 337 Chesnut street; and at Market Street Wharf (upper side) on the morning of the Excursion.
Last boat leaves Market Street Wharf (upper side) at 6 o'clock A. M. 7 22 2t*

☞ HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Sts; and all Druggists. 5 31 tf 4p

☞ T. W. BAILY,
No. 622 MARKET Street, is daily receiving new designs in Diamond Work, fine Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices.
N. B.—Watches and Jewelry repaired by skilful workmen. 7 13 1m

☞ DURYEA'S IMPROVED CORN STARCH received the prize medals at the Paris and Havre International Expositions. Try it, and you will find it the most healthy and economical in the world. 7 22 2t*

☞ QUEEN FIRE INSURANCE COMPANY,
LONDON AND LIVERPOOL.
CAPITAL, £3,000,000.
SABINE, ALLEN & DULLES, Agents,
26 FIFTH and WALNUT Streets.

☞ WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 303 BROADWAY,
New York.

POLITICAL.

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,

1870,

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. [7 11 tf

CLOTHING.

BRING BILL,

TEN DOLLAR BILL!

That's the kind of
Bill that will bring you a
REAL
ALL-WOOL
SCOTCH CHEVIOT
COAT, VEST, AND PANTS,
SCOTCH CHEVIOT
ALL-WOOL,
$10.

There is no other place
in town
Where a suit like this
Can be afforded,
Except at

ROCKHILL & WILSON
GREAT BROWN HALL,
603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,
No. 824 CHESNUT Street,
CLOTHIER.
LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.
ALSO,
FINE READY-MADE CLOTHING. [6 27tf

NEW PUBLICATIONS.

VINCENT'S HISTORY OF DELAWARE, Nos. 5 and 6, just published by
JOHN CAMPBELL,
16* No. 740 SANSOM Street.

$8000, $7000, AND $5000 TO INVEST upon Mortgage. Apply to
7 22 3t* A. FITLER, No. 51 N. SIXTH Street.

SUMMER RESORTS.

CAPE MAY.

THE PHILADELPHIA HOUSE,
CAPE ISLAND, N. J.,
IS NOW OPEN.
The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the seaside at a moderate price.
Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

UNITED STATES HOTEL, FORMERLY Sherman House, Cape Island. The undersigned respectfully informs the public that he has taken the above hotel, and will keep a plain, comfortable house, a good table, and the best wines and liquors that he can procure. Price of board, $17.50 per week. The house is now open for visitors.
6 27 1m JERE McKIBBIN, Agt.

OCEAN HOUSE, CAPE MAY, N. J.—THE BEST table on Cape Island. Numerous home-like comforts, location within fifty yards of the best bathing on the beach, are the principal advantages possessed by this first-class family hotel. No bar on the premises. LYCETTE & SAWYER,
6 30 1m* Proprietors.

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 1205 MOUNT VERNON Street, until July 1.
6 16 2m MRS. E. PARKINSON JONES.

McMAKIN'S ATLANTIC HOTEL,
CAPE MAY, N. J.
The new Atlantic is now open.
5 25 wfm 3m JOHN McMAKIN, Proprietor.

S. W. CLOUD'S COTTAGE FOR BOARDERS FRANKLIN, opposite Hughes street, Cape Island. 7 8 1m*

ATLANTIC CITY.

UNITED STATES HOTEL,
ATLANTIC CITY, N. J.,
IS NOW OPEN.
Reduction of Twenty Per Cent. in the Price of Board.
Music under the direction of Professor M. F. Aledo.
Terms, $20 per week.
Persons desiring to engage rooms will address
BROWN & WOELPPER, Proprietors,
No. 827 RICHMOND Street, Philadelphia.
26 thstulm 6 26 dlm 7 26 thstulm

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular, A FIRST-CLASS ESTABLISHMENT.
6 11 2m J. FREAS, Proprietor.

LIGHTHOUSE COTTAGE,
Located between United States Hotel and the beach,
ATLANTIC CITY, N. J.
BOARD REDUCED.
Open from June 1 to October 1.
6 1 2m JONAH WOOTTON, Proprietor.

THE WILSON COTTAGE,
ATLANTIC CITY.
A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot.
Terms to suit.
7 6 1m* ROBERT I. FUREY, Proprietor.

BEACH COTTAGE, ATLANTIC CITY.—NOW open. A first-class Family Boarding House, MICHIGAN Avenue, near the Beach. NO BAR. Terms to suit all. Apply to J. B. DOYLE, Proprietor, or E. F. PARROTT, No. 35 N. EIGHTH Street, corner of Filbert. 7 11m

NEPTUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, next house below the Mansion House, Atlantic City, is NOW OPEN to receive Guests. All old friends heartily welcome, and new ones also. MRS. JOHN SMICK,
6 11 2m Proprietress.

MACY HOUSE, MASSACHUSETTS AVENUE, Atlantic City, is open the entire year. Situated near the best bathing. Has large airy rooms, with spring beds. Terms $15 per week.
6 25 6w GEORGE H. MACY, Proprietor.

CENTRAL HOUSE,
ATLANTIC CITY, N. J.,
is NOW OPEN for the reception of guests.
6 11 6w LAWLOR & TRILLY, Proprietors.

THE "CHALFONTE," ATLANTIC CITY, N. J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,
6 11 3m Proprietor.

FINANCIAL.

THE
Lehigh Valley Railroad Company

Will, until August 1 next, pay off at

Par and Accrued interest,

Any of their FIRST MORTGAGE BONDS, due in 1873, on presentation at their Office, No. 303 WALNUT Street.

L. CHAMBERLAIN,
TREASURER.
June 23, 1870. 6 27 1m4p

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.
Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

DREXEL, WINTHROP & Co., | DREXEL, HARJES & Co.,
New York. | Paris. [3

FURNITURE.

HOVER'S
Celebrated Patent Sofa Bedstead

Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

H. F. HOVER,
5 24 tuf6m No. 230 South SECOND Street, Philada

RICHMOND & CO.,
FIRST-CLASS
FURNITURE WAREROOMS
No. 45 SOUTH SECOND STREET,
EAST SIDE, ABOVE CHESNUT,
6 11 PHILADELPHIA

FURNITURE
Selling at Cost.
No. 1019 MARKET Street.
4 18 3m G. R. NORTH.

HOTELS.

COLONNADE HOTEL.
FIFTEENTH AND CHESNUT STS.,
ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests

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SUMMER RESORTS ON THE LINE OF PHILADELPHIA AND READING RAILROAD AND BRANCHES.
MAY 20, 1870.
MANSION HOUSE, MT. CARBON,
Mr. Caroline Wunder, Pottsville P. O., Schuylkill county.
TUSCARORA HOTEL,
Mrs. M. L. Miller, Tuscarora P. O., Schuylkill county.
MANSION HOUSE,
W. F. Smith, Mahanoy City P. O., Schuylkill county.
MOUNT CARMEL HOUSE,
Charles Culp, Mount Carmel P. O., Northumberland county.
WHITE HOUSE,
F. Marer, Reading P. O., Berks county.
ANDALUSIA HALL,
Henry Weaver, Reading P. O., Berks county.
CENTRAL AVENUE HALL,
G. D. Day Reading P. O., Berks county.
SPRING MILL HEIGHTS,
Jacob H. Brush, Conshohocken P. O., Montgomery co.
BOYERTOWN SEMINARY,
L. M. Koon Boyertown P. O., Berks county.
LITZ SPRINGS,
George F. Greider, Litiz P. O., Lancaster county.
LIVING SPRINGS HOTEL,
Dr. A. Smith, Wernersville P. O., Berks county.
COLD SPRINGS HOTEL, LEBANON COUNTY,
Wm. Lorah, Pine Grove P. O., Schuylkill county.
EPHRATA SPRINGS,
John Frederick, Ephrata P. O., Lancaster county.
PERKIOMEN BRIDGE HOTEL,
Davis Longaker, Collegeville P. O., Montgomery co.
PROSPECT TERRACE,
Dr. James Palmer, Collegeville P. O., Montgomery co.
DOUTY HOUSE,
George S. Burr, Shamokin, Northumberland county.
Excursion Tickets will be sold at Philadelphia to and from above points at reduced rates, good for same day issued, and on Saturdays good until the following Monday. 5 25 2m*

BELMONT HALL,
SCHOOLEY'S MOUNTAIN, N. J.,
IS NOW OPEN.
This favorite resort has been greatly improved and enlarged, and offers superior inducements to those seeking a healthy, quiet, and fashionable retreat for the summer at reduced prices.
7 11 1m D. A. CROWELL, Proprietor.

ATLANTIC HOUSE,
Newport, Rhode Island.
BOARD REDUCED.
This Hotel will be opened MAY 30, at $3·50 per day for transient boarders.
Families may make special arrangements by the week or season.
WM. W. HAZARD,
4 11 mf4p PROPRIETOR.

BENTZ HOUSE,
Nos. 17 and 19 EAST MAIN STREET,
CARLISLE, PENNA.
The attention of the travelling community, and persons seeking a quiet summer resort, are called to this first-class Hotel, new and handsomely furnished throughout, with all the modern conveniences.
Terms for summer boarders $6 to $10 per week.
6 1 2m GEORGE Z. BENTZ, Proprietor.

KITTATINNY HOUSE,
DELAWARE WATER GAP.
This delightful summer resort is now open, and much improved. Trains leave Kensington 7·30 A. M. and 3·30 P. M. Arrive at the Gap in less than five hours.
6 25 stuthlm* WM. A. BRODHEAD & SONS.

LAKE GEORGE—LAKE HOUSE, CALDwell, N. Y.—Best of accommodations for families and gentlemen.
Board per day, $3·50; from June 1 to July 1, $14 per week; for the season, $14 to $17·50, according to room; for the months of July and August, $17·50; August, $21.
Open from June 1 to October 10. Address
6 9 2m H. J. ROOKWELL.

CHITTENANGO,
WHITE SULPHER SPRINGS,
Madison county, N. Y.
First-class Hotel, with every requisite.
Drawing-room and sleeping-cars from New York city, via Hudson River Railroad at 9 A. M. and 6 P. M., without change. Send for circular. 6 6 2m

BEESLEY'S POINT HOTEL, CAPE MAY CO., N. J., is now open for the reception of visitors.
6 30 1m* W. D. WOOD, Proprietor.

SEWING MACHINES.

THE AMERICAN
Combination Button-Hole
AND
SEWING MACHINE

Is now admitted to be far superior to all others as a Family Machine. The SIMPLICITY, EASE and CERTAINTY with which it operates, as well as the uniform excellence of its work, throughout the entire range of sewing, in

Stitching, Hemming, Felling, Tucking, Cording, Braiding, Quilting, Gathering and Sewing on, Overseaming, Embroidering on the Edge, and its Beautiful Button-Hole and Eyelet Hole Work,

Place it unquestionably far in advance of any other similar invention.

This is the only new family machine that embodies any Substantial Improvement upon the many of machines in the market.

It Certainly has no Equal.

It is also admirably adapted to manufacturing purposes on all kinds of fabrics.

Call and see it operate—and get samples of the work.

We have also for sale our "PLAIN AMERICAN," a beautiful family machine, at a Reduced Price. This machine does all that is done on the Combination except the Overseaming and Button-hole work

Office and Salesrooms,
No. 1318 CHESNUT ST.,
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GARDNER & FLEMING,
CARRIAGE BUILDERS,
No. 214 S. FIFTH Street,
BELOW WALNUT.

In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out our entire stock of [7 8 tfrp
Phætons,
Jenny Linds,
Buggies, Etc.,
AT VERY MUCH REDUCED PRICES

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILated and easy-fitting Dress Hats (patented), in the improved fashions of the season. CHESNUT Street, next door to the Post Office.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, July 22, 1870.

Death by Piano.

Piano-drumming is an ism of the United States rather than of New York, but it has probably its highest point of development here. There is no other city of the Union where the scales are more mercilessly run, the gamut more implacably persecuted, than in New York. If the census-takers would only put down the number of piano-players they would gratify the curiosity and receive the thanks of hundreds of invalids. I believe that many a convalescent has been pianoed into a relapse, and thence to the grave. Many a moribund has been hastened to the tomb at a much quicker pace than he would have otherwise been by "Days of Absence," executed by one digit. More than one brain fever has been generated by a long course of "Shoo-Fly." There be nervous sufferers who will not survive "Captain Jinks of the Horse Marines." I dare say typhoid has been promoted by "Walking Down Broadway," and I have little doubt that mental imbecility has been caused by "Tassels on her boots." I do not know that the piano has ever figured in health-office returns as a cause of death, but I have my suspicions that as many die from it every year as from sunstroke or drowning. You cannot treat it as you would a fat-boiling establishment and indict it as a nuisance. You may gag over the melodious death, but you have to swallow it whether you will or not. You are like the drunkard whose physician punishes him by condemning him to have the taste and essence of whisky inserted into everything he eats and drinks. With every mouthful swallowed his disgust grows more intense until he frantically begs to be given his natural food again. The confirmed piano practiser—and I verily believe there are more of them in New York than in Philadelphia and Boston put together—is like the *despot* who ordered his slave to be put to death by being deprived of sleep. He beats the brains of slumber out with his fists, and sharps, and naturals, and frightens pleasant dreams away with his perpetual loud pedal.

Amusements—Floating Fragments.

It is softly whispered through the lobbies of the Grand Opera House that that great and good man, Mr. James Fisk, Jr., who is notorious for two virtues—devotion to the public and abnegation of self—is shortly to welcome to Twenty-third street and Eighth avenue no less a novelty than old Offenbach himself. The "old man" having refreshed himself in and around *Ems* for some weeks, is pronounced by this time sufficiently well to mind his *ps* and *qs* and to return to business. It is reported that Mr. Fisk has almost completed arrangement with him, and offered him a sum large enough to induce him to lead the orchestra in person, with perhaps—a very small perhaps—Schneider to do the principal soprano singing. Irma is very confidently named as having been engaged, and an early date in September is mentioned as the commencement of the opera bouffe season.

At Wallack's Mr. Emmett, whose performances until very recently have been confined to Dutch specialties on the minstrel and miscellaneous stage, is nightly appearing in that magnificent masterpiece by Mr. Gayler entitled *Fritz*. In all the stupendous works of genius to which Mr. Gayler's mighty brain has given birth, nothing quite so degrading and disgusting has yet been apparent. Much of the plot consists in the efforts of the villains of the piece to drug, in a concert-saloon, an innocent girl whom they have captured, and this intention is presented again and again to the attention of the audience in all the most prurient forms short of outspoken indecency. Under the summer *regime* Wallack's suffers greatly. In the topmost gallery the soda-water bottles pop as perpetually as at the Bowery, and the enthusiasm of the public over the blunders and triumphs of "Fritz" and over the havoc he makes among the idioms of the English language is of the loudest description.

Some months ago it was proposed to give a grand benefit to old George Holland, who is now in his eightieth year. Some of the reasons given for it are curious in their logic. When Madame Bishop returned to this country after an absence of no one knows how many years, her friends endeavored to create a *furore* in her behalf on the representation that, during her tour around the world, she had been exposed for thirteen days in an open boat. That was a very good reason for our extending our sympathies to a delicate woman, but scarcely one for giving our support to a *passee* prima-donna who was never first-class. In the same way with Mr. Holland. He has been a popular actor for more than fifty years, and has had ample opportunities for laying up a sufficient sum of money to yield him a good deal of comfort in his old age. He has been paid as well as any actor of equal ability ever was, and ought to have saved something—as every one ought whose means are above those required for the absolute necessaries of existence. However, far be it from me to wish to detract from the good opinion in which he may be held in Philadelphia, or from the interest with which any piece of good fortune happening to him would be received there. Only I do not see why a veteran actor who has neglected to provide for his old age should meet with more sympathy and assistance than veterans in other professions.

Balm for Working-Women.

The question whether the working-women of New York are so badly off as they are represented to be, or need remain so if they are, is one worth considering. For instance, in many (the stores on Broadway sixty dollars are asked for an organdy dress, the material for which cost only one-third that amount, and which had only three days' labor bestowed upon it. A woman who has a little money to invest, instead of taking boarders (O boarding! how many crimes are committed in thy name!) might hire some very modest premises a block or so from Broadway, pay a woman from two dollars and fifty cents to three dollars and fifty cents per day for making just such dresses as this, which she could dispose of for forty dollars at a considerable profit. In the same way with still cheaper dresses. Those which sell in Broadway stores for twenty dollars might be sold at a reasonable profit at twelve, provided the seller was content to have modest quarters out of Broadway, and would also allow the working-woman to be paid a much more remunerative sum than under the present system finds its way into her pocket. The love of paying exorbitantly for articles in Broadway stores is not inveterate when it is discovered that as good an article may be obtained at a cheaper rate elsewhere. ALI BABA.

—Cincinnati, in its several departments, employs 1783 persons, to whom it pays annually $1,372,697. 456 persons run the public schools, 278 are policemen, 145 firemen, 167 clean the streets, 232 run and 96 improve the water works, 208 repair streets, 73 keep the hospital going, 46 are in the city infirmary, 37 look after the public health, and then they have 68 regular city officials, and others miscellaneously employed.

JOHN IN A NEW ROLE.

Extensive Bank Note Forgery—Spurious Paper and Counterfeiting Apparatus Seized.

From the San Francisco Bulletin, July 13.

The record of arrests at the City Prison, yesterday afternoon, contained the following entry:—"Ah Tuck and Ah Tam, forgery, arrested by Crowley & Ellis." The prisoners are charged with causing to be printed in this city a counterfeit bank note of the denomination of $5 on the "Chartered Bank of India, Australia, and China." In making the arrest the lithographic stones and apparatus for printing and notes to the amount of $35,000 were secured by the police. The enterprise, although conceived and executed by a Chinaman, is one of the most remarkable in the counterfeiting line which ever occurred in the country.

The bank the paper of which was to be counterfeited, has its principal house in London, with branches in Australia, Hong-Kong, and other cities in India and China. Its notes, of course, are made in England, the process being very complicated. In the two upper corners of the five-dollar note are the figures "$5" on a dark background, which is executed by machinery before being transferred by the lithographer to the stone. But few lithographers have the necessary apparatus for the execution of this kind of work. About two months ago Captain Ellis, of the detective force, had occasion to visit the lithographic establishment of George H. Baker, of this city. While there Mr. Baker called his attention to a small specimen of very fine work executed by him for a Chinaman. It consisted of a figure 5 on a dark ground, but without the preface of the $. Mr. Baker, at that time, was uninformed as to the use the design was to be put to. Captain Ellis became suspicious that there was something wrong, and, on consultation with Chief Crowley, it was determined that the case should be closely watched. Mr. Baker kept the officers promptly informed of each new incident as it was developed. The work had been ordered by Ah Tuck. Being greatly pleased with the work so far as it had progressed he directed that the $ be added to the design, stating that he was trading in a superior article of tea from China, and he desired to use the design as a trade-mark for all tea of that quality. From one step to another Ah Tuck advanced with his enterprise, and finally ordered a complete lithograph of a five-dollar note.

In explanation of this project, he stated that his father was a stockholder in the bank and a director of the Hong Kong branch, and he desired to show him that California could execute better work of this character than the artists of England. The lithograph was completed according to order, and a large quantity of the notes were printed. A small portion of them were given to Ah Tuck and the remainder were retained by Mr. Baker. The note reads:—

"Hong-Kong—The Chartered Bank of India, Australia, and China promises to pay the bearer, on demand at the office here, five dollars, or its equivalent in the currency of the island, value received. By order of the Board of Directors."

Soon after the two officers became satisfied of the character of the transaction which they were watching, they communicated the facts to Mr. Ralston, of the California Bank, and he communicated by telegraph with the London bank.

It was the design of the San Francisco officers to let Ah Tuck sail with his $35,000 in notes and the two lithographic stones, for future use, and send a detective on the same steamer to make the arrest, after a more full development of the scheme, and perhaps the discovery of other accomplices. But when the London bank was informed that a large issue of the spurious notes had already been printed they became excited, and sent on a despatch by cable urging the immediate arrest of the counterfeiters and seizure of the notes and counterfeiting apparatus. In accordance with this desire the arrest was made last Saturday. Ah Tam was arrested as an accomplice of Ah Tuck, and, so far as is known, he is the only accomplice in the city. The arresting officers found in the possession of the prisoners the signatures of the officers of the bank who sign the notes and the necessary material for printing notes by wholesale in China. It has been ascertained that Ah Tuck went at first to the Eastern States to carry out his designs, but he was unable to obtain the same facilities there as here. He returned to this city nine months ago, and has since that time been assiduously engaged in attending to the details of his business. Among other difficulties which he encountered was that of procuring the right kind of paper. American bank-note paper would not do, and one or two kinds first tried were found to shrink in size. He at last procured a quantity of the right kind from England. Of the $35,000 which had been printed, Mr. Baker had delivered about $40000 to Ah Tuck. Some experiments had been tried with a few of them by smoking and handling, to give them an old appearance, as though they had been repeatedly handled.

CITY ITEMS.

EVERYTHING IN THE WAY OF SUMMER CLOTHING NOW TO BE CLOSED OUT AT GUARANTEED LOWER PRICES THAN ELSEWHERE, *Half-way Between Fifth and Sixth Sts.* } BENNETT & CO., TOWER HALL, No. 518 MARKET STREET.

OUR CONCLUSION.—As far as we are able to judge (and we have given the subject no little consideration and attention), the conclusions to which the scientific world, the press and the public have arrived with regard to Rand's SEA MOSS FARINE are founded on incontrovertible facts; and we have no hesitation in warmly recommending the article to our readers as an essential to the economic cuisine, and as a genuine luxury. To dyspeptics, invalids, and all those requiring a light and delicate food, we feel assured it will prove an invaluable blessing. In fact, we can hardly say too much in favor of this most delicious and palatable food. It will be found for sale by all of our druggists and grocers; and if you care to have a delicious dessert, do not go home without a package.

MR. WILLIAM W. CASSIDY, the jeweller at No. 28 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

NEVERMORE can the coarse, gritty tooth powders and tooth-destroying chemical fluids find a place on the toilets of sensible people. The fragrant and preservative SOZODONT has superseded them all.

"SPALDING'S GLUE" mends Furniture, Toys, Crockery, all ornamental work.

SINGER'S FAMILY SEWING MACHINES, Ten dollars cash. Balance in monthly instalments. O. F. DAVIS, No. 810 Chesnut street.

NEW STYLE PICTURE.—The German Chromos made A. K. P. Trask, No. 40 N. Eighth street. They must be seen to be admired.

MARRIED.

CARR—RUSSUM.—On July 14, 1870, by the Rev. George Cummings, Mr. JOSEPH E. CARR and Miss HENRIETTA RUSSUM, all of Philadelphia.

CLARK—MULDOONE.—On the 9th of April, 1870, by the Rev. Mr. Wood, OWEN CLARK, of No. 1037 East Thompson street, to BRIDGET MULDOONE. No cards.

GRANT—LYNCH.—On the 20th instant, at the residence of the bride's parents, by the Rev. H. E. Gilroy, Mr. JOHN O. GRANT, of Cherry Hill, Md., to Miss SADIE A. LYNCH, of West Philadelphia.

DIED.

HOWELL.—Suddenly, on Wednesday evening, July 20, REBECCA L., wife of Zophar C. Howell.

Due notice of the funeral will be given.

HUMPHREY.—On the 21st instant, at the residence of his father, No. 2124 Spruce street, FREDERICK HUMPHREY, in the 23d year of his age.

JOHNSON.—On the 19th instant, HENRY L. JOHNSON, in the 25th year of his age.

The relatives and friends of the family, also Morning Star Division, No. 66, Sons of Temperance; Penobscot Tribe of Red Men; and Typographical Union, are respectfully invited to attend his funeral, from his father's residence, No. 1223 Parrish street, on Sunday afternoon at 3 o'clock.

LEECH.—On Wednesday afternoon, the 20th instant, General WILLIAM A. LEECH, Register of Wills.

His male friends and those of the families are invited to attend his funeral, from the residence of his father-in-law, Edwin Greble, No. 128 S. Nineteenth street, on Saturday afternoon at 4 o'clock. To proceed to Woodlands Cemetery.

MURRAY.—Suddenly, at Camden city, N. J., July 19, 1870, WESLEY P. MURRAY, in the 45th year of his age.

The relatives and friends of the family, also Chosen Friends Lodge, No. 29, I. O. of O. F.; Talacca Lodge, No. 4, Sons of Malta; and members of the late Volunteer Fire Department, are respectfully invited to attend his funeral, from his late residence, No. 18 Hudson street, on Sunday afternoon, the 24th instant, at 3 o'clock P. M.

SMITH.—On the 21st instant, EDGAR K., only son of Rebecca J. and the late Charles Shepard Smith.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 838 N. Sixth street, on Second-day morning, the 25th instant, at 10 o'clock.

OBITUARY.

Mourn with me, O ye sisters in faith! for the hand of death hath removed from our midst a faithful and blessed mother in Israel.

Weep! ye poor widows and orphans, for one whose ear had ever attended to your cry, whose hand was ever wide open to your wants, to you and all ye poor petitioners, be ye Jew or Gentile, will the removal of Mrs. J. L. Florance be keenly felt.

No one could have known Mrs. Florance without being deeply impressed with her sterling merit. As a mother, she exercised the sweetest influence by loving tenderness and forbearance. Moderate, yet firm in her demands of her children, from the earliest period of their existence she was mindful of their spiritual as well as mundane requirements, ever watchful of their comforts, and strongly tenacious of their firm adherence to our holy faith, to which she steadfastly clung in weal or in woe. With her pious sisters, she ever associated herself in diffusing the blessings of charity. In her home, in her walks abroad, and on her bed of death, we beheld the beauty of holiness.

May God in His infinite mercy and love cause the mantle of Mrs. Florance to fall wisely on all her descendants, so that they may be fully imbued with her faith, hope, and charity!

Be comforted, ye bereaved ones! The disembodied soul of thy pious, honored mother and friend now wings its way to Paradise, where in ecstacy it will unite with angels, exclaiming "Holy, holy, holy is the Lord of hosts!" P. S.

Philadelphia, July 21, 1870.

CLOTHING.

JONES'

ONE-PRICE

CLOTHING HOUSE,

No. 604 MARKET Street.

OUR GARMENTS ARE WELL MADE.

OUR CUTTERS ARE MEN OF TALENT

BUT ONE PRICE IS ASKED.

SATISFACTION GUARANTEED EVERY PURCHASER.

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GROCERIES, ETC.

TO FAMILIES GOING TO THE COUNTRY.

We offer a full stock of the

Finest Groceries to Select From,

And at the LOWEST CASH PRICES. Packed securely and delivered at any of the Depots.

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CHOICEST

Spring Leaf Japanese Tea

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Fine Souchong Teas,

OF THE FINEST QUALITIES, FOR SALE AT

JAMES R. WEBB'S,

S. E. Corner WALNUT and EIGHTH,

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CURING, PACKING, AND SMOKING ESTABISHMENT JOHN BOWER & CO. CURERS OF SUPERIOR

SUGAR-CURED HAMS,

BEEF, and TONGUES, and dealers in Provisions generally. S. W. corner TWENTY-FOURTH and BROWN Streets. 5 24 1mthstu

GAS FIXTURES.

CORNELIUS & SONS'

RETAIL SALESROOMS,

821 CHERRY Street,

Philadelphia,

CHANDELIERS, BRACKETS, Etc.,

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Superior Styles and Finish

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Wholesale and Retail.

WE HAVE NO STORE OR SALESROOM ON CHESNUT STREET. [7 12 tuths2m4p

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RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Locouitre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, Etc. Ear instruments, to assist the hearing, of the most approved construction, at F. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

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FINE DRESS, IMPROVED SHOULDER-SEAM

PATTERN SHIRTS,

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ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES. Full guarantee and moderate prices. 3 2] WAREROOMS, No. 610 ARCH Street.

FIFTH EDITION

THE LATEST NEWS.

FROM WASHINGTON.

Illegal Trade in Tobacco.

Despatch to the Associated Press.

WASHINGTON, July 22.—A circular letter from the Internal Revenue Office has been issued, stating that for some time evidence has been accumulating of constant and increasing illegal trade in manufactured tobacco in the rural and border districts of the South and West, largely through the instrumentality of peddlers and small manufacturers, who, it is said, sell tobacco at prices which preclude the idea of honest payment of all tax due thereon.

These tobaccos are put on the market by using—First, Counterfeit stamps.

Second, By the use of genuine stamps which are removed from packages which have been emptied; and,

Third, By the getting up of empty stamped packages of stamped portions thereof and using them a second time.

The Commissioner therefore calls on all local internal revenue officers to use the utmost vigilance and energy to break up this illegal business, recommending them particularly to keep a close watch over the doings of tobacco peddlers, examine their stock as often as found travelling through the country selling tobacco, compel them to destroy the stamped portion of every box as soon as emptied, and on Refusal to do so institute proceedings for fines and penalties.

Several other remedies to prevent violations of our law in this respect are cited, the Commissioner asserting that, by vigorous and unceasing efforts on the part of local revenue officers, these frauds can and will be suppressed, and it is the expectation of the revenue office that such will be the case.

FROM EUROPE.

No Engagements Reported.

LONDON, July 22—4 P. M.—The news from the seat of war this afternoon is not important. No reports of engagements other than those already forwarded have been received either here or at Paris.

Safe Arrival of the Holsatia.

PLYMOUTH, July 22.—The steamship Holsatia, from New York, arrived at this port safely to-day. It is not yet known whether she will proceed to Hamburg. It will be remembered that a report was published yesterday that a French frigate was cruising about the Eddystone Lighthouse, and it was supposed she was waiting to intercept the Holsatia. The officers of the latter steamer make no mention of having been disturbed.

FROM NEW YORK.

Inquest Upon the Late Austrian Consul.

NEW YORK, July 22.—An inquest was held this afternoon upon the body of the late Austrian Consul, General C. de Loosey, who died suddenly last night. The *post-mortem* examination showed that death was caused by the rupture of a blood vessel near the heart.

FROM THE DOMINION.

Canada Pacific Railway.

OTTAWA, July 22.—Information has been received here that the Imperial Government is willing to guarantee a loan for the construction of the Pacific Railway from Montreal to British Columbia.

FROM NOVA SCOTIA.

Drowning Affair.

HALIFAX, July 22.—The brigantine Chieftain, bound to Malaga, ran down a pleasure party in the harbor this afternoon, and three persons, James and Maria O'Conner and their sister, were drowned.

Baltimore Produce Market.

BALTIMORE, July 22.—Cotton dull and nominally 10c. Flour firm and fairly active and stock very scarce. Wheat receipts, 12,000 bush., new and mostly prime; sales of red at $1·60@1·80; white nominally $1·65@1·85; Pennsylvania, $1·65@1·72; Western nominally $1·65@1·70. Corn—White higher at $1·22@1·25; yellow, $1·15. Oats—new higher; sales at 57@60c.; old, 62@65c. Mess Pork firm at $31. Bacon firm and active; rib sides, 17½@18c.; clear do., 18¼@18¾c.; shoulders, 15¾@15¾c.; hams, 26c. Lard firmer at 17@17½c. Whisky quiet and scarce at $1·04.

—A woman near Quincy, Illinois, has been weeping continually for over three weeks. Her husband and the doctors have been trying every means to stop the lachrymal flow, but she refuses to be comforted, and sits and silently weeps. A good subject for sentimental poetry, but not agreeable to have about the house.

—The Elmira *Advertiser* tells about three darling youths who set out from that village the other day for Baltimore, by water, in a skiff. They took along three baskets of champagne, a keg of lager beer, demijohns, blankets, ropes, and one loaf of bread. A small quantity of bread for this intolerable deal of champagne baskets, demijohns and beer kegs.

PRESIDENT LINCOLN, AT THE OUTbreak of the War, by proclamation, called for forty-two thousand volunteers to suppress the Rebellion, and the War Department promised that each soldier should have a bounty of $100, when discharged.

THE SUPREME COURT OF THE UNITED STATES HAS DECIDED THAT THIS PROMISED BOUNTY MUST NOW BE PAID. We are prepared to obtain it for every soldier who enlisted before July 22, 1861, for three years, and was subsequently honorably discharged, whether he served for a short or long time.

It is desirable to have the soldier's discharge, but the bounty can be obtained where the discharge is lost or cannot be had. No collection, no charge.

Call upon or write to the General Collecting Agency, R. S. LEAGUE & CO., No. 135 S. SEVENTH Street, Philadelphia.

THERE ARE MANY SOLDIERS AND Sailors, their orphans and widows, and their heirs, who have good claims for arrears of pay, bounty, prize money, commutation of travel or commutation of rations, which ought to be paid them.

In many such cases applications have been made, but remain unsettled for want of proof or from neglect, and frequently from incompetency of the agent who filed the claim. We will give advice to our comrades when written to for it or called upon, free of any charge, gladly.

ROBERT S. LEAGUE & CO., Attorneys for the Collection of Claims, No. 135 S. SEVENTH Street, Philadelphia.

A BILL HAS PASSED ONE BRANCH OF Congress, giving $100 to the widow, children, or parents of all soldiers who died in the service, where the soldier enlisted for one year or less. For further information apply to No. 135 S. SEVENTH Street. This will give $100 to the heirs of all soldiers who died in service, belonging to any nine months' regiments or three months' regiments. Applications are received daily by R. S. LEAGUE & CO.

IMPORTANT TO PARENTS.—MOTHERS and fathers whose sons were lost in the war, or who died after discharge of disease contracted in the service, are entitled to PENSIONS, if in any way dependent upon their sons for support. We recommend all who think they are entitled to call on ROBERT S. LEAGUE & CO., No. 135 S. SEVENTH Street, who will procure for them a Pension, or give any information, free of charge, relative to Back Pay, Bounty, Prize Money, etc.

IMPORTANT TO PERSONS GOING TO EUROPE.—Passports issued by the State Department of the United States Government are the only ones recognized now by the Ministers and Consuls of the United States, and can be obtained in twenty-four hours, on an application made in person or by letter to the Official Passport Bureau. R. S. LEAGUE & CO., No. 135 South SEVENTH Street, Philadelphia.

BOUNTY, BOUNTY, BOUNTY.—SOLDIERS enlisted for three years, between May 3 and July 22, 1861, discharged before serving two years, and received no bounty, are now entitled to $100. Apply to ROBERT S. LEAGUE & CO., General Claim Office, No. 135 S. SEVENTH Street.

WHERE CHARGES OF DESERTION OR absence without leave are made against Soldiers, Sailors, or Marines without just cause, through error the rolls can be corrected by calling upon ROBERT S. LEAGUE & CO., No. 135 South SEVENTH Street, Philadelphia.

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust, and Safe Deposit Company,

OF PHILADELPHIA,

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New Marble Fire-proof Building,

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Capital subscribed, $1,000,000; paid, $550,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST, at three per cent., payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent.

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and individuals.

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O. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.

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[5 13fmw]

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On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M.

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The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.

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For particulars call on or address REV. T. W. CATTELL, 7 1 Merchantville, N. J.

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 13. French is the language of the family, and is constantly spoken in the institute. 8 15 wfm 6m L. D'HERVILLY, Principal.

H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 430 Chesnut street. 6 30tf

THE AUGUST MAGAZINES.

"THE GALAXY."

The table of contents of the August number of *The Galaxy* is as follows:—

"Overland," chapters i to v; "American Timidity," by Titus Munson Coan; "Bread and its Adulterations," by John C. Draper; "Once," by Mary I. Ritter; "Diplomatic Incidents," by Thurlow Weed; "Diana," by Howard Glyndon; "Sister Diana," by W. A. Thompson; "Edward Bulwer, Lord Lytton," by Justin McCarthy; "The Story of a Mutiny," by James Franklin Fitts; "How Napoleon I Managed a Theatre;" "The Dumb Poet," by Margaret J. Preston; "The Vaccination Question," by Frank P. Foster; "Lenore," by S. S. C., 'The Styles of Disraeli and of Dickens," by Richard Grant White; "The Galaxy Miscellany;" "Drift-wood," by Philip Quilibet; "Literature and Art;" "Memoranda," by Mark Twain; "Nebulæ," by the Editor.

The following summing up we take from Justin McCarthy's article on "Edward Bulwer, Lord Lytton:"—

Thus, then, using with inexhaustible energy and perseverance his wonderful gifts as an intellectual mechanician, Edward Bulwer-Lytton went on from 1828 to 1860 grinding out of his mill an almost unbroken succession of novels and romances to suit all changes in public taste. I do not believe he changed his themes and ways of treating them purposely, to suit the changes of public taste; but rather that, being a man of no true original and creative power, his style and his views were modified by the modifying conditions of successive years. Some new idea, some new way of looking at this or that question of human life, came up, and it attracted him who was always a close and diligent student of the world and its fashions; and he made it into a romance. Whatever new schools of fiction came into existence, Bulwer-Lytton, always directing the new ideas into the channel where popular and elementary sympathies flowed freely, succeeded in turning each change to advantage, and keeping his place. Dickens sprang up and founded a school; and yet Bulwer-Lytton held his own. Thackeray arose and established a new school, and Bulwer-Lytton, whom no human being would have thought of comparing with either as a man of genius, did not lose a reader. Charlotte Bronte came like a shadow, and so departed; George Eliot gave a new lift and life to romance; the realistic school was followed by the sensational school; the Literature of Adultery ran its vulgar course—and Bulwer-Lytton remained where he always had been, and moulted no feather. It is not likely that any true critic ever thought very highly of him, or indeed took him quite seriously; but for many, many years criticism, which had so scoffed and girded at him once, had only civil words and applauding smiles for him. How Thackeray once did make savage fun of "Bullwig," and more lately how Thackeray praised him! Charles Dickens—what an enthusiastic admirer of the genius of his friend Lytton he too became! And Tennyson—what a fierce passage of arms that was long ago between Bulwer and him; and now what cordial mutual admiration! Fonblanque and Forster, the *Athenæum* and *Punch*, Tray, Blanche, and Sweetheart—how they all welcomed in chorus each new effort of genius by the great romancist who was once the stock butt of all lively satirists. How did this happy change come about? Nobody ever had harder dealing at the hands of the critics than Bulwer when his powers were really most fresh and forcible: nobody ever had more general and genial commendation than shone of late years around his sunny way. How was this? Did the critics really find that they had been mistaken and own themselves conquered by his transcendent merit? Did he "win the wise who frowned before to smile at last?" To some extent, yes. He showed that he was not to be written down; that no critical article could snuff him out; that he really had some stuff in him and plenty of mettle and perseverance; and he soon became a literary institution, an accomplished fact which criticism could not help recognizing. But there was much more than this operating towards Bulwer-Lytton's reconciliation with criticism He became a wealthy man, a man of fashion, a sort of aristocrat, with yet a sincere love for the society of authors and artists, with a taste for encouraging private theatricals and endowing literary institutions, and with a splendid country house. He became a genial, golden link between literature and society. Even Bohemia was enabled by his liberal and courteous goodwill to penetrate sometimes into the regions of Belgravia. The critics began to fall in love with him. I do not believe that Lord Lytton made himself thus agreeable to his literary brethren out of any motive whatever but that of honest goodfellowship and kindness. I have heard too many instances of his frank and brotherly friendliness to utterly obscure writers, who could be of no sort of service to him or to anybody, not to feel satisfied of his unselfish good-nature and his thorough loyalty to that which ought to be the *esprit de corps* of the literary profession. But it is certain that he thus converted enemies into friends, and stole the gall out of many an inkstand, and the poison from many a penman's feathered dart. Not that the critics simply sold their birthright of bitterness for an invitation to dinner or the kindly smile of a literary Peer. But you cannot, I suppose, deal very rigidly with the works of a man who is uniformly kind to you; who brings you into a sort of society which otherwise you would probably never have a chance of seeing; who, being himself a lord, treats you, poor critic, as a friend and brother; and whose works, moreover, are certain to have a great public success, no matter what you say or leave unsaid. The temptation to look for and discover merit in such books is strong indeed—perhaps too strong for frail critical nature. Thus arises the great sin of English criticism. It is certainly not venal; it is hardly ever malign. Mere ill-nature, or impatience, or the human delight of showing one's strength, may often induce a London critic to deal too sharply with some new and nameless author; but although we who write books are each and all of us delighted to persuade ourselves that any disparaging criticism must be the result of some personal hatred, I cannot remember ever having had serious reason to believe that a London critic had attacked a book because of his personal ill-will to the author. The sin is quite of another kind—a tendency to praise the books of certain authors merely because the critic knows the men so intimately, and likes them so well that he is at once naturally prejudiced in their favor, and disinclined to say anything which could hurt or injure them. Thus of late criticism has had hardly anything to say of Lord Lytton, except in the way of praise. He is the head, and patron, and ornament of a great London literary "ring." I use this word because none other could so well convey to a reader in New York a clear idea of the friendly professional unity of the coterie I desire to describe; but I wish it to be distinctly understood that I do not attribute anything like venality or hired partisanship of any kind to the literary ring of which Lord Lytton is the sparkling gem. Of course it has become, as such cliques always must become, somewhat of a Mutual Admiration Society; and it is certain that a place in that brotherhood secures a man against much disparaging criticism. There are indeed literary cliques in London, of a somewhat lower range than this, where the influence of personal friendships does operate in a manner that closely borders upon a sort of literary corruption. But Lord Lytton and his friends and admirers are not of that sort. They are friends together, and they do admire each other, and I suppose everybody (save one person) likes Lord Lytton now; and so it is only in the rare case of a fresh, independent outsider, like the critic who wrote in the *Westminster Review* some two years ago, that a really impartial, keen, artistic survey is taken of the works of him that was "Bullwig." When Lytton published his "Caxtons," the reviewer of the *Examiner*, even up to that time a journal of great influence and prestige, having nearly exhausted all possible modes of panegyric, bethought himself that some unappreciative and cynical persons might possibly think there was a lack of originality in a work so obviously constructed after the model of "Tristram Shandy." So he hastened to confute or convince all such persons by pointing out that in this very fact consisted the special claim of "The Caxtons" to absolute originality. The original genius of Lytton was proved by his producing so excellent a copy. Don't you see? You don't perhaps. But then if you were intimate with Lord Lytton, and were killed by him, and were a performer in the private theatricals at Knebworth, his country seat, you would probably see it quite clearly, and agree with it, every word.

There was one person indeed who had no toleration for Lord Lytton, or for his friendly critics. That was Lord Lytton's wife. There really is no scandal in alluding to a conjugal quarrel which was brought so persistently under public notice by one of the parties as that between Bulwer-Lytton and his wife. I do not know whether I ought to call it a quarrel. Can that be called a fight, piteously asks the man in Juvenal, where my enemy only beats and I am merely beaten? Can that be called a quarrel in which, so far as the public could judge, the wife did all the denunciation, and the husband made no reply? Lady Lytton wrote novels for the purpose of satirizing her husband and his friends—his parasites, she called them. Bulwer-Lytton she gracefully described as having "the head of a goat on the body of a grasshopper"—a description which has just enough of comical truthfulness in its savage ferocity to make it specially cruel to the victim of the satire, and amusing to the unconcerned public. Lady Lytton attributed to her husband the most odious meannesses, vices, and cruelties: but the public, with all its love of scandal, seems to have steadfastly refused to take her ladyship's word for these accusations. Dickens she denounced and vilified as a mere parasite and sycophant of her husband. At one time she poured out a gush of fulsome eulogy on Thackeray because he apparently was not one of Lytton's friends; afterwards, when the relationship between "Pelham" and "Pendennis" became friendly, she changed her tune and tried to bite the file, to satirize the great satirist. Disraeli she caricatured under the title of "Jericho Jabber." This sort of thing she kept always going on. Sometimes she issued pamphlets addressed to the women of England, calling on them to take up her quarrel—which somehow they did not seem inclined to. Once when Lord Lytton, then only Sir Edward, was on the hustings, addressing his constituents at a county election, her ladyship suddenly mounted the platform and "went for" him. Sir Edward and his friends prudently and quietly withdrew. I do not know anything of the merits of the quarrel, and have always been disposed to think that something like insanity must have been the explanation of much of Lady Lytton's conduct. But it is beyond doubt that her husband's demeanor was remarkable for its quiet, indomitable patience and dignity. Lately the public has happily heard little of Lady Lytton's complaints. I did not even know whether she was still living, until I saw a little book announced the other day by some publisher, which bore her name. Let her pass—with the one remark that her long succession of bitter attacks upon her husband does not seem to have done him any damage in the estimation of the world.

It is not likely that posterity will preserve much of Lord Lytton's writings. They do not, I think, add to literature one original character. Even the glorified murderer or robber, the Eugene Aram or Paul Clifford sort of person, had been done and done much better by Schiller, by Godwin, and by others, before Bulwer-Lytton tried him at second hand. As pictures of English society, those of them which profess to deal with modern English life have no value whatever. The historical novels, the classical novels, are glaringly false in their color and tone. Some of the personages in "The Last Days of Pompeii" are a good deal more like modern English dandies than most of the people who are given out as such in "Pelham." The attempts at political satire in "Paul Clifford," at broad humor in "Eugene Aram" (the Corporal and his cat for example), are feeble and miserable. There is hardly one touch of refined and genuine pathos—of pathos drawn from other than the old stock conventional sources—in the whole of the romances, plays, and poems. The one great facility which the author possessed was the capacity to burnish up and display the absolutely commonplace, the merely conventional, the utterly unreal, so that it looked new, original, and real in the eyes of the ordinary public, and sometimes even succeeded, for the hour, in deceiving the expert. Bulwer-Lytton's romance is only the romance of the London *Family Herald*, or the New York *Ledger*, plus high intellectual culture and an intimate acquaintance with the best spheres of letters, art, and fashion. I own that I have considerable admiration for the man who, with so small an original outfit, accomplished so much. So successful a romancist; occasionally almost a sort of poet; a perfect master of the art of writing plays to catch audiences; so skilful an imitator of oratory that, despite almost unparalleled physical defects, he once nearly persuaded the world that his was genuine eloquence—who shall say that the capacity which can do all this is not something to be admired? It is a clever thing to be able to make ornaments of paste which shall pass with the world for diamonds; mock-turtle soup which shall taste like real; wax figures which look at first as if they were alive. Of the literary art which is akin to this, our common literature has probably never had so great a master as Lord Lytton. Such a man is especially the one to stand up as the appropriate representative of literature in such an assembly as the English House of Lords. I should be sorry to see a Browning, a Thackeray, a Carlyle, a Tennyson, a Dickens there; but I think Lord Lytton is in his right place—a splendid sham author in a splendid sham legislative assembly.

A London correspondent writes as follows about the leg story told by Mrs. Anna Cora Mowatt-Richie, which the *Galaxy* somewhat impugned:—

"In the June number of the *Galaxy* there is an editorial in which you throw a doubt upon certain statements made by Mrs. A. C. Ritchie in one of her correspondences. You assume that she has been misinformed concerning the casts taken from the legs of English ladies of title. As I was her informant, I feel bound to state the source from which I derived the information. Of course the assertion of the professional venders of casts would go for nothing, as you imply that they would find it to their advantage to encourage a belief in the statements to which you refer; but Mrs Ritchie's evidence rests upon very different grounds. The cast of Lady ——'s leg, which occupied a position in her ladyship's drawing-room, was taken, not by a professional vender of casts, but by an artist who is a *habitue* of some of the best houses in London, and whose word could not be doubted by those who know him. Three or four of us were one evening drawing in the studio of a friend when this gentleman came in, and, in answer to our queries as to what he had been doing, he mentioned, not at all as an extraordinary occurrence, or one likely to excite surprise or remark, that he had been taking a cast of Lady ——'s foot and leg; and when we asked why the cast had been taken, he replied that it was to place on the drawing-room table as an ornament; nor, he added, was this so unusual as we seemed to think. He mentioned, indeed, several houses where such casts could be seen. He also cited the case of a certain Lady Mayoress, of whom two casts had been taken, one with the shoe and stocking, and the other without; and a cast of another noble lady which might be had at a shop in Soho. Mrs. Ritchie, however, was mistaken in supposing that these casts were *openly sold* as being taken from the ladies in question. To the general public they are sold merely as ordinary casts. All this was said, not lightly or in jest, but simply and in perfect good faith. Were it a matter of importance, I could give the names of the speaker and those present, one of whom, at least, would be known to you. But as this statement is not made by one who is personally unknown to you, I presume you can hardly question its veracity."

SPIRITED WOLF HUNT IN MISSISSIPPI.—A few days ago several gentlemen of this county, having had some knowledge of the alarming number of wolves in their neighborhood, prowling about the country and making such hideous and mournful howls at night, disturbing the peaceful slumbers of the quiet inhabitants, concluded to go in search of the midnight disturbers of the peace, hogs, and sheep. Four of the Joneses, Mr. Poole, and Mr. F. C. Huff, were the gentlemen who composed the hunting party. They started near Mrs. Dixon's, and Middleton creek was the scene of the excitement that soon followed. The chase commenced with the spontaneous outburst of a hound's joy, and the surrounding forest fairly resounded with the cheering shouts of the pursuing hunters. For seven long hours the chase continued unabated, during which time six wolves were killed and several dogs badly injured. But they were still resolute, and if they did not possess the tenacity of bull-dogs, they manifested a whining disposition to "go for" the wolves.

After approaching the den Mr. Huff's dog entered in search of more game, and three dead whelps was the result. But the fight went bravely on, and it was soon ascertained that the faithful dogs were having too much of a good thing in the den, and the hunters readily determined to rescue them at all hazards. Mr. Huff being the smallest man, he consented to enter. So he assumed the character of Israel Putnam and entered the "wolf's den" to rescue his dogs. Perhaps Mr. Huff had some misgivings about this new adventure, as he requested some one to heel for him, or rather to hold him by the heels as he descended into the hole. Well enough he took the precaution, for the old mother wolf was there, though he was not aware of it until he had made his entrance. Mr. Jones performed the office of heelman for Mr. Huff. So he entered. The distance being much greater than was first supposed, some one was compelled to heel for Mr. Jones. The advance was made slowly and cautiously, but when the scene of the subterraneous combat was fully approached, Mr. Huff caught one of his dogs by the leg, and had his request conveyed to the rear to back out or pull him out. Jones' heelman pulled him; Jones pulled Huff; Huff pulled the dog, and the dog pulled out a young wolf. Israel Huff took the trophy of his exploit home with him, but it died in a few days from the effects of injuries it had received. Had the mother taken a part when the gentleman entered the den, we imagine there would have been some severe scratching on that particular occasion. However, the wolf hunt ended with good results. We have been informed that the wolves are killing dogs and sheep daily in that portion of the country. While the dogs were running the wolves, a dog that did not belong in the drive met the wolves and was killed. When the hunters arrived at the den they found limbs of sheep and hogs which had been carried there the night before—enough to feast the hounds after their chase and fight. We wish Israel Putnam Huff success in his next adventure. *Meadville (Miss.) Journal.*

ADMIRAL DAHLGREN'S PERSONAL BRAVERY.—Because Admiral Dahlgren was sea-sick in rough weather, and never spent much of his term of service at sea, many of the sea-dogs in the service were wont to disparage his personal courage. How unjust this was is shown by the following statement from a well-informed source:—In all the engagements in Charleston harbor Admiral Dahlgren commanded in person, making his headquarters during the fight on board the leading monitor, although he might have directed the operations from his own ship anchored out of range, or from the comfortable quarter-deck of the New Ironsides. But the Admiral believed in the monitors, and his resolute choosing sometimes one, sometimes another of them for his temporary flagship in all the earlier contests, when many of the officers of these strange vessels considered them quite as perilous as the enemy's shot, was one example among many which will occur to those who served under him of his intrepid willingness, it may almost be said wilfulness, in encountering the worst he summoned others to encounter. One day in May, 1864, two of the monitors of the blockading fleet were ordered to take position within short range of Fort Sumter and open a bombardment with shell. The boats moved up, anchored, and opened a fire which was continued several hours. Of course the fire was not returned from Sumter, but from Fort Moultrie and the whole extensive line of works on Sullivan's Island a tremendous fire of solid shot, shell, and bombs were poured upon the two adventurous craft, the shot sometimes striking the turrets and breaking in pieces, sometimes striking the deck and ricocheting, sometimes striking the water and covering the ships with falling spray and continually flying past with a shriek like nothing else. No vessels but monitors could have remained anchored in the midst of such a fire several hours a day for three days and been floated off. It was during one of these days that the Admiral in his open boat, and with his flag flying, was rowed from his flagship in the roadstead below up to one of the monitors, on board of which he remained an hour watching the effect of the fire on Sumter, and departed in the same hazardous manner, fortunately unharmed.

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Superintendent. Treasurer.
1 27 wfm 6m

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM
SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

ALEXANDER G. CATTELL & CO.
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

FINANCIAL

Wilmington and Reading
RAILROAD
Seven Per Cent. Bonds.
FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The receipts of the Company on the one-half of the Road now being operated from Coatesville to Wilmington are about TEN THOUSAND DOLLARS per month, which will be more than DOUBLED with the opening of the other half, over which the large Coal Trade of the Road must come.

Only SIX MILES are now required to complete the Road to Birdsboro, which will be finished by the middle of the month.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
5 5 PHILADELPHIA.

LEHIGH CONVERTIBLE
Per Cent. First Mortgage Gold Loan,
Free from all Taxes.

We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at
NINETY (90)
And interest in currency added to date of purchase.

These bonds are of a mortgage loan of $2,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.

They are secured by a first mortgage on 5600 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 200,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.

A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustees under the mortgage, collect these sums and invest them in these Bonds, agreeably to the provisions of the Trust.

For full particulars copies of the mortgage, etc., apply to
C. & H. BORIE,
W. H. NEWBOLD, SON & AERTSEN
JAY COOKE & CO.,
DREXEL & CO.,
E. W. CLARK & CO.
7 11 1m

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 85 and Accrued Interest
Clear of all Taxes.
INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invited to examine the merits of these BONDS.
Pamphlets supplied and full information given by
Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 12 tf PHILADELPHIA.
Government Bonds and other Securities taken in exchange for the above at best market rates.

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.
GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.
Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.
Direct telegraph communication from Philadelphia house to New York. 1 2

ELLIOTT & DUNN,
BANKERS
No. 109 SOUTH THIRD STREET,
DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.
DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.
ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.
Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates.
N. W. Cor. THIRD and CHESNUT Sts.
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 26

FINANCIAL.

A DESIRABLE
Safe Home Investment
THE
Sunbury and Lewistown Railroad Company
Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a
First and Only Mortgage.

The Bonds are issued in
$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is
90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

Free from U. S. Taxes.
Eight Per Cent. Per Annum in Gold.
A PERFECTLY SAFE INVESTMENT.
First Mortgage Bonds
OF THE ISSUE OF
$1,500,000,
BY THE
ST. JOSEPH AND DENVER CITY RAILROAD CO.,

Issued in denominations of $1000 and $500, Coupon or Registered, payable in 30 years, with Interest payable 15th August and 15th February, in New York, London, or Frankfort, free of tax. Secured by a mortgage only on a completed and highly prosperous road, at the rate of $13,503·79 per mile. Earnings in excess of its interest liabilities. This line being the Middle Route, is pronounced the
Shortest and most Natural One for Freight and Passenger Traffic Across the Continent. St. Louis and Fort Kearney Spanned by a Railway, and connecting with the Union Pacific at Fort Kearney.

Capital Stock of the Company....	$10,000,000
Land Grant, pronounced value of	8,000,000
First Mortgage Bonds.....	1,500,000
	$19,500,000

The remaining portion of this Loan now for sale at 97½ and accrued interest in currency. Can be had at the Company's Agencies in New York, TANNER & CO., Bankers, No. 49 WALL Street, or W. P. CONVERSE & CO., No. 54 PINE Street.

Pamphlets, Maps, and all information can be obtained at either of the above-named agencies.

The attention of Capitalists and Investors is particularly invited to these Securities. We are satisfied they are all that could be desired, and unhesitatingly recommend them.

TANNER & CO.,
FISCAL AGENTS,
No. 49 WALL STREET, NEW YORK.
W. P. CONVERSE & CO.,
COMMERCIAL AGENTS,
No. 54 PINE STREET,
6 9 tfrp NEW YORK.

FOR SALE
Williamsport City 6 Per Cent Bonds,
FREE OF ALL TAXES.
ALSO,
Philadelphia and Darby Railroad 7 Per Cent Bonds,
Coupons payable by the Chesnut and Walnut Streets Railway Company.
These Bonds will be sold at a price which will make them a very desirable investment.
P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
26 PHILADELPHIA

FINANCIAL.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.

COLLECTIONS MADE ON ALL POINTS.

GOLD AND SILVER BOUGHT AND SOLD.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,
No. 114 S. THIRD Street,
PHILADELPHIA. 7 11 3m

UNION PACIFIC RAILROAD CO.
Land Grant Bonds

Are obligations of the UNION PACIFIC RAILROAD COMPANY, secured by all the lands which they received from the Government, amounting to about 12,000,000 acres.

The total amount of the land grant mortgage is
$10,400,000.

Between July 28, 1869, and July 1, 1870, the Union Pacific Railroad Company sold 181,462 32-100 acres for $834,091·03, being an average price of $4·60 per acre.

The Company have received $521,000 land grant bonds in payment for land sold, and they have destroyed the $521,000 bonds, and have reduced the amount of the bonds to that extent. The Union Pacific Railroad hold obligations of settlers amounting to $243,745·68, secured by the land purchased by them, which is also pledged to the redemption of the land grant bonds. Should the sales of land continue as above, the whole issue of land grant bonds will be retired and cancelled within ten (10) years.

The Union Pacific Railroad land grant bonds pay SEVEN PER CENT. INTEREST, April and October. Run for twenty (20) years. For sale at $795 each.

DE HAVEN & BRO.,
No. 40 South THIRD Street.

NOTICE.
TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are the
General Mortgage Bonds of the Pennsylvania Railroad Company.
APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

SILVER
FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street.
4 25 PHILADELPHIA.

ST. LOUIS AND ST. JOSEPH R.R.
FIRST MORTGAGE 6 PER CENT. BONDS.
PRINCIPAL PAYABLE NOV. 1, 1893, IN GOLD.
Interest payable May 1 and November 1, in Gold coin, free of United States Tax.

These bonds are limited to the amount of $13,841 per mile, on one of the best roads in the West. The interest is guaranteed by the North Missouri Railroad, which Company has leased the St. Louis and St. Joseph Railroad.
Price, 90 and accrued interest in currency.
We confidently recommend these bonds as a good investment. KURTZ & HOWARD,
7 11mwf6t No. 32 South THIRD Street.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done the establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
3 15 BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,
JOHN H. MURPHY, President,
PHILADELPHIA, PA.
MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters.
WORKS, TWENTY-THIRD and FILBERT Streets.
Office and Warehouse,
4 1 No. 42 N. FIFTH Street.

J. T. EASTON. J. McMAHON.
EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT Street, Baltimore.
We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

ENGLISH PAUPERISM.

Everybody knows in a general way that the cost of maintaining the poor in England has increased greatly of late years, but few, we suspect, are aware of the enormous extent of that increase. It is startling to look back over a series of years, and observe how rapidly the expenditure under this head has been rising. In 1852 it was £4,900 000; in 1869 no less than £7,700,000. Thus there was an increase of 57 per cent., of which only 11 per cent. is explained by the difference in the number of paupers, which stood at 916,000 in 1852 and 1,018,000 in 1869. The price of wheat had, no doubt, risen considerably in 1869, compared with 1852, but this goes only a very small way in accounting for this tremendous increase of expenditure. During 1849-53 £5 10s. was an average on the annual cost of each pauper; 1867 it was £7 10s.—that is, £9 16s. (or 3s. 9d. a week), for indoor and £4 5s. for outdoor cases. The lunatics in asylums, who, in 1862, cost £482,425, now cost £710,941, being an increase of 47 per cent. in seven years. Apart from the general rise in prices, and consequently in salaries, during the last twenty years, the scale of relief is now much more liberal both in money and food, and the accommodation in workhouses, infirmaries, and asylums is more humane and costly. It is interesting to know that parsimony is not the universal characteristic of boards of guardians. In one instance the guardians of a Lancashire union were found erecting a greenhouse to supply the infirmary—one of the best in the kingdom—with flowers; and in many cases the Poor Law Board has to check the guardians in their disposition to spend money too freely on ornamental buildings. In one case the board objected to granite columns and terra-cotta enrichments for a workhouse, and in another refused assent to decorated ceilings, Parisian cement pilasters, encaustic tiles, etc. Although there is an increase in the number of paupers in 1868-9 compared with 1867-8 of 1·4, we are glad to see that the Poor Law Board can point to a decrease in the number of vagrants. There were relieved on the 1st of July, 1869, 1254 less vagrants in the country generally, and 283 less in the metropolis, than on the same date in 1868, while, further, the decrease on the 1st of January, 1870, compared with 1869, was 1590 less in the country and 255 less in the metropolis. The total number of vagrants on last New Year's Day was 5430 for the whole country and 1627 in the metropolis alone. The police returns, it appears, include under the head of vagrants not only "casuals," but a great many persons who sleep in common lodging-houses, under hedges, or in barns and outhouses. In short, the poor law returns deal only with strict pauper vagrants, and the police returns with vagrants and tramps of every kind.

A REMARKABLE SYNAGOGUE.—The Jews of Turin are building a new place of worship, which, according to an account in the Paris *Temps*, is a very extraordinary affair:—

"The most remarkable of all structures at Turin is the synagogue of the Israelites. It is likely the finest and richest synagogue in the world, and at the same time the most remarkable monument of Turin. Upon a small square hill, with adapted stairs, stands a Greek temple in white and pink. Above, a little backwards, is a kind of second temple. The whole is traversed by galleries, adorned with small pillars and thousands of splendid embellishments. White and reddish colors predominate. It is Greek and Moorish—it is Romanic and Gothic; there is a blending of all styles, without overstraining and without bad taste. But what makes this structure something bizarre and unexpected is a massive tower, with pierced walls arising above this ornamented, beautiful construction, reminding of Asia and Egypt, of Thebes and Nineveh. Surely the architect of this building was gifted by imagination. He was an able interpreter of the Hebrew dream of the temple to be erected at the brink of a strange river. Never, since the great destruction, has Israel possessed a more magnificent edifice in which the hymns of David resounded. This building is entirely fit for the talented Italian Jews, who are a power at the exchange, at the press, and in the Parliament."

THE PARADISE OF BRIDES AND BRIDEGROOMS.—A correspondent of the Boston *Journal*, writing from Saratoga, says:—Saratoga seems to be the Paradise of young brides and bridegrooms this season. Congress Hall has been fairly run down by the new arrivals, and the parlors have been monopolized by the turtle doves, who have attracted great interest by their billing and cooing. Eight couples have been quartered in the house, and the interest they created never tired. The elevator is a very attractive and Frenchy affair. It is more elegant than the Empress' baroucche. It is a favorite resort of bridal parties, and their coming and going up and down are watched with great interest by the State visitors at the springs. Mr. Hathorn has a happy faculty of entertaining these gay visitors, and more are on the way. To accommodate the increasing travel a bridal car has been placed on the Saratoga road, and connects with Troy and New York. It is one of the most superb things ever built. It has a saloon, staterooms and private rooms. The windows are very large, are of plate glass, and are guarded by screens to keep out the dust. It is curtained, mirrored, painted and gilded in the highest style of art. Ice cream, cake and the fruits of the season are served up on the tables provided for the purpose.

JIM FISK'S STORY.—"Why, do you know what this whole thing puts me in mind of?" Jim Fisk continued, alluding to the railroad war. "It puts me in mind of an old Texas farmer whose neighbors had caught a noted cattle thief. After catching him they tied him to a tree, hands and feet, and each one gave him a terrible cowhiding. When tired of walloping him they left the poor thief tied to the tree head and feet. He remained tied up there a good while in great agony till by-and-by he saw a man coming along and looking at him. "Who are you?" said the kindly looking stranger. "I'm Bill Vanderbilt, and I've been whipped almost to death," the fellow said. "How could they whip you?" says the nice stranger. "Why, don't you see I'm tied?" says the thief. "What, tied tight?" says the man. "Yes, hand and foot," he says. "And can't move?" the other fellow says. "No, not a muscle," says the thief. "Well, William, I don't care if I give you a few licks myself for that heifer you stole from me." And then he gave it to him again like sixty, and made him scratch gravel, you bet.

THE DEAD ALIVE.—A curious story is told by the *Gaulois* of the disappearance from the Paris Morgue of a body which had been brought there. The police having found a man lying insensible in the street called in the assistance of a doctor, who declared that the man was dead in consequence of congestion of the brain. The body was brought to the Morgue, was undressed, and placed upon one of the slabs with the clothing suspended above. In the pockets were found a purse and a letter with address. The keeper of the Morgue was astonished the next morning to find the body had disappeared, together with the clothes. He proceeded to the address upon the letter; and inquired for the person mentioned, and was at once introduced to a man in whom he recognized his missing charge. This man, a printer employed at the office of the *Gaulois*, explained that he was subject to cataleptic attacks, which sometimes lasted from eight to ten hours. On the previous evening he had been taken with one of those fits, and remained unconscious until early in the morning, when, recovering, he found himself at the Morgue, with his clothes hanging over him. He dressed himself, and, as the doors were only latched, he took his leave, intending to return later to reclaim his purse and to explain the causes of his sudden disappearance from legal custody.

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.
SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1¾ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged)..... 6:15 A. M.
Mail..... 8:00 A. M.
Freight (with passenger car)..... 9:45 A. M
Express (through in 1¾ hours)..... 3:30 P. M.
Atlantic Accommodation..... 4:15 P. M.

Returning leave Atlantic—

Special Excursion..... 5:25 P. M.
Mail..... 4:36 P. M.
Freight (with passenger car)..... 11:50 A. M.
Express (through in 1¾ hours)..... 7:24 A. M.
Atlantic Accommodation..... 6:00 A. M.

An extra Express Train (through in 1¾ hours) will leave Vine Street Ferry every Saturday, at 2 P. M.
Returning, leave Atlantic City, Monday, 9:40 A. M.

LOCAL TRAINS LEAVE—

For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M.
For Atco and intermediate stations, 10:15 A. M and 6 P. M.

Returning, leave—

Haddonfield at 7:15 A. M., 1 P. M., and 3 P. M
Atco, at 6:22 A. M. and 12:15, noon.

ON SUNDAYS.

Leave Vine Street Ferry at..... 8:00 A. M.
" Atlantic City at..... 4:35 P. M.

The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY, Agent.
6 28

PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.

On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia ... 10 20 P. M.
" " Williamsport ... 8 00 A. M.
" arrives at Erie ... 7 40 P. M.
ERIE EXPRESS leaves Philadelphia ... 10 50 A. M.
" " Williamsport ... 8 15 P. M.
" arrives at Erie ... 7 25 A. M.
ELMIRA MAIL leaves Philadelphia ... 7 50 A. M.
" " Williamsport ... 6 00 P. M.
" arrives at Lock Haven ... 7 20 P. M.
BALD EAGLE MAIL leaves Williamsport ... 1 30 P. M.
" " " arrives at Lock Haven ... 2 45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie ... 8 50 A. M.
" " Williamsport ... 9 25 P. M.
" arrives at Philadelphia ... 6 20 A. M.
ERIE EXPRESS leaves Erie ... 9 00 P. M.
" " Williamsport ... 8 15 A. M.
" arrives at Philadelphia ... 5 30 P. M.
ELMIRA MAIL leaves Williamsport ... 9 45 A. M.
" arrives at Philadelphia ... 9 50 P. M.
BUFFALO EXP. leaves Williamsport ... 12 25 A. M.
" " Harrisburg ... 5 20 A. M.
" arrives at Philadelphia ... 9 25 A. M.
BALD EAGLE MAIL leaves L. Haven ... 11 35 A. M.
" " arr. Williamsp't ... 12 50 P. M.
BALD EAGLE EX. leaves Lock Haven ... 9 35 P. M.
" " " arr. Williamsport ... 10 50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

WEST JERSEY RAILROADS.
SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at

9:00 A.M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.
9 00 A. M. Mail and Express for Cape May.
11 45 A. M., Woodbury Accommodation.
3:15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
4:00 P. M., Fast Express, for Cape May only.
5 45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7:15 A. M.; returning, leaves Cape May at 5:10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets, good for four months from date of purchase, $50. Annual Tickets, $100.

Freight Train leaves Camden daily at 9:20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.
3 15 WM. J. SEWELL, Superintendent.

LONG BRANCH
VIA
CAMDEN AND AMBOY AND NEW JERSEY SOUTHERN RAILROADS.

FOUR DAILY TRAINS (Sundays excepted), without change of cars, leave Philadelphia, Walnut Street wharf.

7:00 A. M. Due Long Branch 10:45 A. M.
8:00 " Due Long Branch 12:16 P. M.
2:00 P. M. Due Long Branch 6:03 P. M.
3:30 " Due Long Branch 6:54 P. M.

The 7 A. M. and 3:30 P. M. lines run via Pemberton; 8 A. M. and 2 P. M. lines run via Freehold.
Palace Cars attached to 3:30 P. M. line.
Fare Philadelphia to Long Branch, $2:50.
7 12 8 W. H. GATZMER, Agent.

ROOFING.

PHILADELPHIA
Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight.

SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.

This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.

IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.

All work warranted.

All orders promptly attended to. Address

PHILADELPHIA PAINTING AND ROOFING COMPANY,
7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

W. A. WELTON,
2 17 No. 711 N. NINTH St., above Coates.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870,

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7 30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9 25 P. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 7:00 P. M.

Harrisburg Accommodation leaves Reading at 7 15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M., 12 45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M. and 8:50 A. M., passing Reading at 7:23 A. M. and 10:40 A. M., arriving at New York 12:05 noon and 3:50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 4:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot: Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6:45 A.M., for B. C. Junction, stops at all stations.
7:15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9:40 A. M. for West Chester stops at all stations.
11:50 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for West Chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:00 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5:25 A. M. from B. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8:15 A. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
1:05 P. M. from B. C. Junction stops at all stations.
1:55 P. M. from West Chester stops at all stations.
4:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9:00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

8:05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2:30 P. M. for West Chester stops at all stations.
4:30 A. M. from West Chester stops at all stations.
7:50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. G. WHEELER, Sup't,

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF,

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fish House.

The 11:30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7 30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10:45 A. M., 12 30, 2:30, 5 15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigrant Line, via Jersey City.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9:30 A. M., 6 46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES
FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3:30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

The 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf.

July 5, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9 00 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3:55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 823 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning and

AN EXPRESS TRAIN

in the Afternoon from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.
NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6:45 A. M. Accommodation and 4 30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York..... $3·00
" " " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4:30 P. M.
For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 113 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train ... 8:00 A M.
Paoli Accommodation, 10 A. M. & 12:30 and 7:10 P. M.
Fast Line ... 12:00 P. M.
Erie Express ... 11:00 A. M.
Harrisburg Accommodation ... 2:30 P. M.
Lancaster Accommodation ... 4:10 P. M.
Parkesburg Train ... 5:30 P. M.
Cincinnati Express ... 8:00 P. M.
Erie Mail and Pittsburg Express ... 10:30 P. M.
Way Passenger ... 11:30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 6 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express ... 3 10 A. M.
Philadelphia Express ... 6:20 A. M.
Erie Mail ... 6:30 A. M.
Paoli Accommodat'n, 8:20 A. M. & 3:30 & 8:40 P. M.
Parkesburg Train ... 9:00 A. M.
Fast Line and Buffalo Express ... 9:35 A. M.
Lancaster Train ... 11:55 A. M.
Erie Express ... 5:40 P. M.
Lock Haven and Elmira Express ... 9 40 P. M.
Pacific Express ... 12:20 P. M.
Harrisburg Accommodation ... 9:40 P. M.

For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7:00 A. M. (Accommodation) for Fort Washington.

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport

CITY INTELLIGENCE.

BLUE AND GREY.

The Fifth Maryland Regiment—Their Arrival This Morning—The Breakfast at the Continental—The Formal Escort—A Fine Military Display—Immense Enthusiasm.

The city, from an early hour this morning, was alive with men, women, and children, all anxious to catch a sight of the famous 5th Maryland Regiment. Although the early hour of five o'clock was named for the arrival of the "men from the South," yet Broad street, in the neighborhood of the Baltimore depot, was crowded with spectators. Unlike their predecessors from New York, the Maryland men arrived at the depot at the time named. They were met at the depot by Adjutant Barnes, of the 2d Regiment, Adjutant Ward, of the 8th Regiment, Clement R. See, A. D. C., and a committee of citizens.

After the introduction had been gone through with, which occupied but a few minutes, the visitors slung knapsacks and took up the line of march for the Continental. The route was up Broad to Christian, thence to Eighth, thence to Walnut, thence to Ninth, and thence to the hotel, stacking their arms in Herkness' Bazaar. The house of the Philadelphia Hose Company, on Eighth street, below Fitzwater, was profusely decorated with bunting, and from the old "General Lee" cannon, stationed on Sweeney's lot, a salute was fired as the regiment marched by.

AT BREAKFAST.

After having performed the necessary ablutions, at 7 o'clock the members of the 5th, headed by Major-General Robert Patterson, Colonel Robert S. Gray, Adjutant Barnes, and Captain See, proceeded to the main dining-room on Sansom street. This apartment had been appropriately decorated for the occasion, and along the south side of the room a table raised above the others extended its entire length. At the centre sat Major-General Robert Patterson, and on either side were arranged the officers of the guests, and those who had formed the escort from the depot. Among those present were Colonel James R. Herbert, Lieutenant-Colonel J. S. Jenkins, and Major H. D. Loney, of the 5th Maryland, Colonel Gray, Adjutant Barnes, and Captain See.

The guests having seated themselves, General Patterson, on behalf of the military of this city, welcomed the visitors in a few well-timed remarks, which were handsomely received. The matutinal meal was then proceeded with and finished. At 8 o'clock Colonel Herbert responded to the welcome speech of General Patterson, during which he said that the citizens of Maryland would forever remember the voluntary act upon the part of the military of Philadelphia of reviewing and escorting their representatives through the City of Brotherly Love while on their way to the seaside. He then issued an order that the regiment form in the rear of the Continental at 8:45, after which the room was deserted by the visitors.

While this was going on our own soldiery were not idle. Twelfth street, which had been named for the place of formation, was the central point, and from 8 o'clock crowds began pouring thereto. The first company to arrive on the ground was Company A, 4th Regiment, Captain Ryan. Next followed Company A, Captain Fair, of the 9th Regiment; and next, the 2d Regiment National Guards, Major Gorgas, Lieutenant-Colonel Neff being confined to the house from an attack of sunstroke. At 9 o'clock, all being in readiness, Clement R. See, A. D. C., communicated the fact to Colonel Herbert, who at once set his command in motion, and soon arrived on the ground. The appearance of the 5th was the occasion for an outburst of applause from the spectators, which was long continued and well deserved. The men of the 5th presented a splendid appearance, having been completely refreshed by bath and breakfast, and having disposed of their knapsacks, in their tidy suits of grey they, as they marched by with the precision of veterans, formed the *beau ideal* of soldiers. All being in readiness, the command was given, and the column moved off in the following order:—

The Parade.

Detachment of Police.
Lieutenant Clark.
4th Regiment Band.
Colonel Gray and Staff.
2d Regiment Drum Corps and Band.
Major Gorgas.
National Guard.
2d Regiment, 270 men.
Co. A, 9th Regiment, Captain Thomas Fair.
Co. A, 4th Regiment, Captain John A. Ryan.
Colonel A. J. Sellers and Staff, dismounted.
Liberty Cornet Band.
Major Penrose.
8th Regiment.

OFFICERS FIFTH REGIMENT, M. N. G.

Field—Colonel, James R. Herbert; Lieutenant Colonel, J. Stricker Jenkins; Major, H. D. Loney.

Staff—Surgeon, Alan P. Smith; Adjutant, Thomas A. Symington; Quartermaster, E. F. Pontier; Assistant Surgeon, L. McLane Tiffany; Commissary, Edward C. Johnson.

Non-Commissioned Staff—Sergeant Major, C. C. Anderson; Quartermaster Sergeant, J. S. Falconer; Commissary Sergeant, J. O'G. Allmand; Ordnance Sergeant, H. R. McNally; Hospital Steward, Harry Rogers; Band Sergeant, George Warner.

Drum Major—G. Bruce Barrett.

Band Master—Louis Winter.

Company F—W. Stuart Symington, Captain; Neilson Poe, First Lieutenant; W. S. Anderson, Second Lieutenant.

Company G—F. M. Colsten, Captain; —— ——, First Lieutenant; E. D. Herring, Second Lieutenant.

Company D—Clapham Murray, Captain; Henry C Kennard, First Lieutenant; Fitzhugh Goldsborough, Second Lieutenant.

Company H—W. P. Zollinger, Captain; S. O. Mcliwaine, First Lieutenant; C. W. Spilcker, Second Lieutenant.

Company I—J. W. Tosch, Captain; R. S. Fowler, First Lieutenant; George S. Roberts, Second Lieutenant.

Company C—Robert P. Brown, Captain; Peter F. Spear, First Lieutenant; J. J. Hoof, Second Lieutenant.

Company B—J. D. Lipscomb, Captain; James Young, First Lieutenant; Ed. Denmead, Second Lieutenant.

Company A—J. Randolph Goldsborough, Captain; J. H. Cottman, First Lieutenant; K. Johns Hodges, Second Lieutenant.

Company K—J. E. H. Post, Captain; R. M. Barnes, First Lieutenant; J. M. Jamison, Second Lieutenant.

Company E—F. X. Ward, Captain; H. F. Turner, First Lieutenant; A. R. Parkhurst, Second Lieutenant.

Detachment of Police.

THE REVIEW.

In front of the La Pierre House a stand had been erected, upon which we found Major-General Charles M. Prevost and the following officers of his staff:—

Lieutenant-Colonel H. P. Muirhead, Inspector-General; Major J. N. Dickson, A. A. G.; Lieutenant-Colonel J. E. Mears, Surgeon; Major Samuel Bell, Paymaster; Major R. M. Brinton, Quartermaster; Major J. F. Tobias, A. D. C. There were also present Generals Bankson and Hoffman.

At this point the crowd was dense, and as the visitors marched past, moving like so many automatons, they were vociferously applauded: the men shouted, the ladies waved their handkerchiefs, and the urchins yelled. When about half of the 5th had passed the stand a temporary halt was ordered, and the manner in which the "men in grey" came to "order arms" rather astonished some of those on the platform. The word of "march" being again given, the command once more moved forward, the following being the complete route:—Out Arch to Broad, to Walnut, to Eighteenth, to Chesnut, to Fourth, to Market, to West Jersey ferry.

On passing the office of the Mayor the line was

AGAIN REVIEWED

by his Honor, who stood on the steps in front of the office. As each company passed, officers and men saluted him, with the exception of *Captain Ryan, a Captain of the Guards, and Captain Thomas Fair.* We can account for the latter two, through ignorance, but the action of Captain Ryan was rather strange. That so well-drilled and so competent an officer knew better, no one will doubt, and for this reason his action was taken by many as the smallest piece of malignity imaginable.

On passing the Hall of Independence the roll was beaten by the drum corps of the 5th, and on passing the Mayor the salute was given in true Southern style.

The people of our city and the 5th have alike just cause for pride. The reception was one of the grandest that has taken place here for years. Much had been said about the "Rebel grey," by parties who had no desire to see the N. Y. 7th eclipsed, but past feelings being buried the citizens and the soldiers of the City of "Brotherly Love" determined to carry out the phrase to its full meaning.

The streets along which the parade passed were thick with spectators, whilst overhead the Stars and Stripes were everywhere to be seen. The plaudits of the crowds and the unrestrained enthusiasm of all spoke in terms stronger than words for the feelings of Philadelphians, and showed to the "men from Maryland" that they were doubly welcome.

The 5th is composed of as fine a body of men (276 in number) as ever visited this or any other city, and in comparison with the 7th New York cast them completely in the background. Their marching was that of veterans, and their conduct that of gentlemen.

AT CAPE MAY.

On their arrival at Cape May the regiment will pitch tents and enter upon ten days of camp life, their rations being furnished from the Stockton House. On the 26th a grand ball will be given at the Stockton House under the auspices of a joint committee of gentlemen from this city and Baltimore. Already a large number of the beauties of Baltimore are on the island, and a large reinforcement is expected by Tuesday, consequently we would warn all susceptible Philadelphians to be on their guard and not be taken prisoners by the many fair ones who will attend the ball.

THE PUBLIC BATHS.

One of the Structures Completed—It will be Placed in Position To-morrow.

The first of the floating public bath-houses ordered to be constructed and finished during the present month is now lying at the wharf of Supplee & Sons, the contractors, at the foot of Shackamaxon street. It will be completed during the course of to-day, and will to-morrow afternoon be towed to its position near the Water Works wharf, Kensington. It will then be thrown open to the public, and there is no doubt it will be in constant use from now until the close of the summer months. Wise regulations have been made to prevent its being monopolized by any set of people, as there is a special provision that no one shall be allowed to remain in the pool more than twenty-five minutes at a time. But forty can be accommodated at one time, and it is the intention of those in charge to restrict the number to that figure, so as to prevent overcrowding and discomfort.

The first public bath is a frame building rising out of the water to the height of one good-sized story and covered with a hip roof, each side of which is ornamented by a dormer window, a slatted ventilator extending along the top, and surmounted by a pole and flag with the cheerful words "Free Baths" imprinted on its folds. Within there is a pool 20 by 30 feet in size, and four feet deep, surrounded by a guarded gallery, and lined with dressing-boxes. In the planking of the basin, both bottom and sides, there are interstices to admit of the free flow of water into and out of the pool. This superstructure is based on layers of heavy logs, lengthwise and crosswise, and securely bolted together, and to buoy the floating house up, and prevent it sinking below a given depth, eighty-six forty-gallon casks are ranged beneath the flooring. The structure is 40 by 50 feet in size, and painted a brownish purple, and presents a neat and creditable appearance. The remaining three houses are in the course of construction, and will be similar in every respect to the one just completed. Ever since the present one has been boarded in, the contractors have experienced great difficulty in keeping men, as well as boys, from making good use of it, and it was found necessary to have a detail of policemen to keep the crowd at bay. Of the other three, one will be placed on the Delaware at Southwark, and the remaining two on the Schuylkill, one at Lombard street and the second one above the Wire Bridge.

LOCAL ODDS AND ENDS.—The George's Hill concourse, which has been considerably enlarged, was thrown open to the public on Monday last.

—It is untrue that ex-Representative Bunn, the Republican nominee for Register of Wills, has gone to Harrisburg to induce Governor Geary to appoint him to fill the vacancy caused by the death of General Leech. Bunn says he does not want it until October, when he will be elected by over 6000 majority.

—The O'Byrne is fishing for the Delaware Congressional nomination. He has purchased a property in the Diamond State, and is going to give a day's spree shortly to the newspaper folks.

—The style of the uniform to be worn by the Athletic Base-Ball Club, of this city, was introduced by the Liberty Club of New Brunswick.

—The Republican City Executive Committee are at present engaged in adjusting the difficulties in the First Legislative district.

—Our detectives would be doing a great good to the citizens of Philadelphia by breaking up the den of thieves on Juvenal street.

—The first racing match that has taken place in this city for years comes off at Suffolk Park on Monday next.

—The new coupes of the Union Transfer Company are extensively used during this hot weather.

—The travel over the Cape May and Camden and Atlantic Railroads was never larger than at present.

—The street contractors, thanks to some of our Councilmen, are now using gravel instead of ashes.

—South Twelfth street is in a state of blockade, by reason of the laying of a railway track.

—Those who take advantage of the Bedford Street Mission bath number over 250 daily.

—Somebody has been doing a little repairing to the boulevards on South Broad street.

—Chesnut street never presented a more deserted appearance than at present.

THE REGISTER OF WILLS.—The office of Register of Wills, made vacant by the death of General William A. Leech, is now the cause of considerable scrambling among a certain class of politicians. Much anxiety is already expressed by anxious applicants to obtain the office. It is understood that a number of prominent citizens are about soliciting the Governor either to allow the office to be run until the end of the term by the chief deputy, or else allow Mr. Leech's father-in-law, Edwin Greble, to conduct it in the interest of the widow.

The names of several somewhat prominent politicians are mentioned as active seekers for the office. We have also been informed, however, that several gentlemen active in politics have signified their intention of accepting the office should the Governor confer it upon them without their seeking it, and devote the entire proceeds to the General's family.

We are requested to state by Mr. William M. Bunn that he is not an applicant for the position, nor would he accept it on any condition until he is legally elected to it by his fellow-citizens, which event will happen in October next.

The probabilities are that the Governor will allow the chief deputy to perform the duties of the office for the remainder of the term, in which case all trouble will be avoided.

THE FOREIGN MAILS.—The following order on the subject of the German mails has just been issued by the Superintendent of Foreign Mails to the various postmasters. Those having foreign correspondence will do well to notice:—

POST OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS, WASHINGTON, D. C., July 20, 1870.—Sir:—The steamers of the North German Lloyds and Hamburg lines having ceased for the present to make their regular departures from New York to Bremen and Hamburg respectively, I have to suggest that you will take measures to advise the public mailing letters, etc., at your office for Germany to prepay their correspondence at the rates established for the route via England, so long as that is the only route of transmission.

Any correspondence for North Germany prepaid at the reduced rates applicable to the direct route will, until the direct service is re-established, be forwarded via England; and if insufficiently prepaid for transmission via England, will be charged with the postage for unpaid letters, after deduction of the prepaid amount.

I am, very respectfully, your obedient servant,
JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.
General H. H. BINGHAM, Postmaster, Phila., Pa.

A VETO.

The Locust Street Railway.

The following is the veto message of the Mayor, for the consideration of which a special meeting of both branches of Councils has been called this afternoon:—

OFFICE OF THE MAYOR OF THE CITY OF PHILADELPHIA, July 20, 1870.—To the President and Members of the Common Council of the City of Philadelphia—Gentlemen:—I return the resolution entitled "Resolution to Authorize the Thirteenth and Fifteenth Streets Passenger Railway Company to make Locust street, east of Fifteenth street, and Broad street, a Place of Temporary Rest for the Horse Cars," without my approval.

The language of the resolution is very ambiguous, and it might very well be that greater privileges would be claimed under it than it was the intention to grant, while it bestows upon the Thirteenth and Fifteenth Streets Railway Company indulgences of doubtful legality and, to my mind, of pernicious tendency.

This company obtained from the Legislature at its last session authority to run a railroad through Locust street within the limits of their road, and under this authority they have the right to do all that ought to be properly inferred from your resolution. The resolution of Councils provide "That the said Thirteenth and Fifteenth Streets Passenger Railway Company are authorized to make Locust street, east of Fifteenth and Broad streets, a place of temporary rest for their cars, to enable them to take on their cars those persons attending the Academy of Music and adjacent places of amusement, and thus enable the cars to resume their places on the regular line on Fifteenth street," and certainly there is no need of any action on the part of the municipal authorities to authorize the cars to be stopped or to make temporary rests, to enable them to receive passengers, as that is the purpose of the company's charter, and one without which the road would not have been constructed.

So far, therefore, as such purpose is intended, the resolution is unnecessary, and all legislation that is not necessary is unwise.

If, however, it is proposed to interpret the right to make Locust street a place of temporary rest as an authority for having it a stand for cars, or for making any siding adjacent to the track, then it is an obstruction to the street, already not too wide for its uses, which will be disadvantageous to travel and a great annoyance to those residing upon the street. That the object is to accommodate those frequenting the the Academy of Music and adjacent places of amusement, afforded but little reason for this unprecedented favor, and if such a reason be recognized, other railway companies may rightfully expect from Councils a similar license for the attendants of the Chesnut and Walnut Street Theatres, as well of the many other prominent places of amusement with which our city abounds.

It would be a dangerous precedent, and the inconvenience proposed to be remedied is really too slight for serious consideration. A single square's walk from Broad street will enable people to reach the cars of this company, and to omit this short walk it is asked that a system shall be adopted obstructive of the streets, interfering with the neighborhood, and bringing passenger-car travel into constant collision with hackmen and drivers of carriages. Your resolution also wants the power of revocation by you, omitted inadvertently. I have no doubt, for it is at variance with your uniform legislation, which reserves to the city at all times the unlimited control of the highways, and the power to take away any license when you deem it unsafe or injurious. By many of our citizens passenger railway companies are looked upon with disfavor because of the extraordinary bounties and privileges they have received. Streets ready graded and paved have been used without pay, while other railroad companies must make compensation for the ground and for its adaptation for use; and the managers of the companies should be more careful in asking public favors, lest they may reach a point at which the public antagonism may be aroused This resolution therefore cannot have my approval; any construction of it brings me to the belief that the proposed grant is injudicious, and I therefore invite your reconsideration of it.

Very respectfully, DANIEL M. FOX,
Mayor of the City of Philadelphia.

SHOCKING.

A Lady Brutally Assaulted by Seven Ruffians—Three of the Fiends in Custody.

The heavy sentences lately imposed by the judges of our Criminal Court upon the fiends in human shape who have taken advantage of unprotected females seems to have but little effect, judging from the following outrage which was committed on one of our most prominent highways. On the evening of Thursday, the 14th inst, a gentleman doing business in the vicinity of Fourth and Chesnut streets took a stroll on South Broad street with his intended wife. They walked leisurely down that thoroughfare and passed the South Broad Street Park. On returning they noticed three fellows crouched upon the grass along the fence.

On arriving opposite to these vagabonds, the three sprang up, two taking hold of the gentleman and the third the lady. Within a few seconds there was an acquisition of four more ruffians, who turned their attention to the gentleman, and he was driven off. The crowd then took the lady and dragged her across the fields to the coal-oil refinery on the Point Breeze road, where a nameless outrage was perpetrated upon her. Her screams proved unavailing, and they only desisted when their lust was satisfied. Before leaving, they forced her to disgorge her pocket-book, out of which they took all her money except seven cents, which they generously left her to pay her fare to the city with.

She then reached Broad street, and, with the assistance of a gentleman who was driving, managed to reach the city. The next day she lodged complaint at the Central Station, and gave a description of some of the ruffians. Three of them are now in custody, and have been identified by the lady. One of them has confessed the part he took in the affair, and has given information on which the remaining four will be captured. The three will have a hearing at the Central Station this afternoon.

CASUALTIES.—James Carr, aged eighteen years, was injured about the leg and head on Wednesday by falling from the platform of a car on the Chesnut Hill Railroad.

John Leonard was overcome yesterday by the heat at Germantown. He was taken to the St. Joseph's Hospital.

John Lee, aged seventeen years, had a hand and arm severely lacerated by being caught in the machinery at William Hensler's mill, in Germantown.

William Diehl, while engaged in plastering Wakefield's mill in Germantown, on Wednesday, fell into the machinery, and, before he could be extricated, he was shockingly bruised.

THE BECK'S BAND EXCURSION.—The excursion of Beck's Philadelphia Band to New York Bay yesterday was so great a success that a repetition of the entire programme is proposed for next Monday. Holders of tickets will have an opportunity to view New York Bay and the Hudson river, and can also spend one hour in New York. A fine treat is anticipated.

FROM THE CENTRAL NEWS COMPANY, No. 505 Chesnut street, we have received the latest numbers of *Punch* and *Fun*, and from Turner & Co. *Every Saturday, Appleton's Journal, Our Boys and Girls*, and *Harper's Magazine* for August.

ATLANTIC CITY.—The far-famed "City by the Sea" is now thronged with our most respectable citizens. On Saturdays a fast train leaves Vine street wharf at 2 P. M., which will run through in the unprecedented time of 1¾ hours.

PERSONAL.—United States Commissioner Henry Phillips, Jr., leaves the city to-day for a summer journey in the Provinces and Lower Canada, expecting to return about the first week in September.

ASSAULTING A POLICEMAN.—Samuel Warden has been held to answer the charge of assaulting Policeman Book, of the Eighth district. He knocked the policeman down and kicked him in the abdomen, inflicting severe injuries.

LARCENY OF CLOTHING.—William Dean (colored) was arrested yesterday in Delaware county with a lot of clothing which he was alleged to have stolen from a house in Paschalville, in the Twenty-seventh ward. Alderman Taylor bound him over for trial.

A WAIF.—A male child about three weeks old was found in an alley in Poplar street, near Fifteenth, at an early hour this morning.

FIRE.—At 1:30 o'clock this morning the building No. 820 Walnut street was damaged to the extent of $50.

LEGAL INTELLIGENCE.

Final Presentment.

Court of Quarter Sessions—Judge Paxson.

The Grand Jury for the July term having completed their labors, this morning made their final presentment. After the ordinary formal opening they say:—

They have acted upon 688 bills, of which 568 have been returned as true bills and 120 have been ignored. Of the above, 278 were for selling liquor without license, 254 for assault and battery, and 93 were for larceny.

The Grand Jury are much impressed by the above exhibit of the fearful effects on the community of the present system of licensing houses to sell liquor indiscriminately, by which the young are allured from the paths of virtue, and cases of assault and battery and general disorder have so largely increased.

They then mentioned their visits to the different prisons, and made the usual comments upon them.

Thanking the gentlemen for their services, the Judge discharged them from further attendance.

CUBA.

Rumored Plot to Blow up the Governor-General's Palace—De Rodas likely to go to Spain.

You have ere this doubtless heard of the great gas explosion near the palace, immediately after the arrival of His Excellency. All at once there was a terrible detonation, like the roaring of cannon, when the street (O'Reilly) which runs to the right of the palace was torn up. It was at first supposed that this was the work of the Volunteers, who were anxious to get De Rodas out of the way, while others thought it was brought about by the Cubans. When the excitement had subsided, however, all parties were of the opinion that the explosion was accidental. But now public opinion has again changed, and the circumstances of a similar detonation being heard on last Sunday night in the same vicinity, but attended with more serious results, induce many persons to believe that some villainous Spaniard or Spaniards (volunteers of course) have been endeavoring to blow up the Palace by the mining process, that is to say, it is supposed that a hole or holes were dug near the walls of the building into which powder was deposited, and which, when touched, communicated, as it was intended, with the gas-pipes, causing an explosion in different parts of the building at one and the same time. The last explosion to which reference is made, caused the kitchen to fall to pieces, the lodging-room of his Excellency and telegraph office suffered serious damage. The alarm now became general in the palace and the immediate neighboroood, for in a short time thereafter another detonation was heard. On this night the first explosion occurred at 7 o'clock and the last at 10 P. M. Shouts of "Death to the Laboranites" burst forth from the Spanish soldiery whenever a Cuban was seen passing by, the regulars evidently believing the work to be that of the Creoles. In short, De Rodas left for the Cabanas Fort, where he passed the night. The Governor Politico, Lopez Roberts, came near being killed. He approached, torch in hand, the place whence the detonations had proceeded, when the gases, which had escaped from the pipes, caught fire, and the whole air became flame. Roberts had enough presence of mind to run from the scene and escaped harm.

LATER.—It is now stated, but it is not known upon what authority, that De Rodas is going soon to Santiago de Cuba for the purpose of attempting the pacification of the Eastern Department. Should this prove true, we may expect to see despatches in the journals every day claiming victories, and giving the number of the "surrendered."—*Cor. N. Y. Tribune.*

* PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street

BETWEEN BOARDS.

$1000 Am Gold	c.119¾	1400 sh Read	.is.b30. 47⅛
$10000 do	119⅝	100 do	.s5wn&1.47-32
$10000 do	119⅝	100 do	.s60. 47⅛
50 sh Penna R	.s5. 57⅛	700 do	.is. 47⅛
100 do	57⅛	100 do	.c. 47⅛
400 sh Read R	.is.2d.47-69	500 do	.c.47 3-16
300 do	.2d. 47⅛	100 do	.s5&in. 47⅛
100 do	.b60. 48	200 do	47⅛
100 do	47⅛	300 do	.c. 47⅛
500 do	.is. 47⅛	300 do	.s10. 47⅛
200 do	.2d. 47⅛	600 do	.is.b10. 47⅛
500 do	.is. 47⅛	400 do	.is.s10. 47⅛
300 do	.is.s30wn. 47⅛	100 do	47⅛
200 do	.is.b5. 47⅛		

SECOND BOARD.

$1000 Pa R con bds. reg	98	700 sh Read R	.is.47 1-16
$1000 C & Am 6s, 89	90	100 do	.b10.47 3-16
2 sh Lel Val	.is. 57⅛	100 do	47⅛
20 do	.s5wn. 57⅛	5 sh Bk of N Am	224½

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA.....JULY 22

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....78 | 11 A. M.....87 | 2 P. M.....93

CLEARED THIS MORNING.

Ship Progress, Simons, Hamburg, P. Wright & Sons.
Steamer W. C. Pierrepont, Saropshire, New York, W. M. Baird & Co.
Steamer Frank, Pierce, New York, do.
Steamer Chester, Jones, New York, W. P. Clyde & Co.
Br. brig Adelaide, Loffe, Seville, L. Westergaard & Co.
Schr Hope, Smith, Salem, Sinnickson & Co.
Schr Ann Elizabeth, Kelly, Harwich, do.
Schr J. H. Bartlett, Harris, Providence, do.
Tug Thomas Jefferson, Allen, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Chesapeake, Merrihew, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamer R. Willing, Cundiff, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.
Steamer E. C. Biddle, McCue, from Richmond and Norfolk, with mdse. to W. P. Clyde & Co.
Steamer Beverly, Pierce, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Bark J. H. McLaren, Corning, 4 days from New York, in ballast to Workman & Co.
Schr R. Vanneman, Brown, from Maine, with ice to Knickerbocker Ice Co.
Schr R. M. Brookings, Douglas, from Maine, with ice to Knickerbocker Ice Co.
Schr C. Edwards, Corson, from Maine, with ice to Knickerbocker Ice Co.
Schr C. W. May, Lindsin, from Hallowell, Me., with ice to Knickerbocker Ice Co.
Schr American Eagle, Shaw, from Providence.
Schr George H. Squire, Smith, from Charleston, S. C., with lumber to D. Trump & Son.
Schr Port Royal, Higgins, from Hartford.
Tug Chesapeake, Merrihew, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Fairy Queen, Wilson, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

MEMORANDA.

Steamers Columbia, Van Sice, for Havana; H. Livingston, Cheeseman, for Savannah; El Cid, Nickerson, for Wilmington, N. C.; Hatteras, Lawrence, for Norfolk; and Saratoga, Couch, for Norfolk and Richmond, cleared at New York yesterday.

Steamers Virginia, Kennedy, from Galveston; Hornet, Manlt, from Wilmington, N. C.; and Isaac Bell, Bourne, from Richmond and Norfolk, arrived at New York yesterday.

Bark Annie Augusta, Davis, from St. Jago for Philadelphia, sailed from Guantanamo 5th inst.

Brig John M. Burns, Wyman, for Philadelphia, was loading at Havana 16th inst.

Brig John Welsh, Winslow, for Philadelphia, sailed from Sagua 12th inst.

Schr Charm, Studley, hence, arrived at Boston 20th inst.

Schr M. S. Lewis, Lewis, cleared at Boston 20th inst. for Kennebec River, to load for Philadelphia.

Schrs Deborah Jones, Baker, from Boston for Philadelphia, and E. M. Duffield, Traynor, hence for Boston, passed Hell Gate yesterday.

Schr Maggie E. Gray, Pillsbury, hence for Nevis, sailed from Barbadoes 4th inst.

WEDDING AND ENGAGEMENT RINGS of solid 18-karat fine gold. QUALITY WAR RANTED. A full assortment of sizes always on hand. FARR & BROTHER, Makers, 325 wfm3 No. 324 CHESNUT Street, below Fourth.

ONE DOLLAR GOODS FOR 95 CENTS, 10 15 fr3 DIXON'S, No. 21 S. EIGHTH Street.

THIRD EDITION

THE LATEST WAR NEWS.

The Affair at Forbach.

Switzerland and Chablais.

The Funeral of Mons. Paradol.

M. Berthemy His Successor.

FROM EUROPE.

The Affair at Forbach.

LONDON, July 22.—The following details of the affair at Forbach, which has been variously reported as a battle and a skirmish between customs patrols, are published here to-day. Two regiments of French hussars and a body of "Urlaner" German troops, commonly armed with lances, met on the frontier. The French immediately made preparations to receive the attack. At length one of the Urlaners came forward, and the French allowed him to approach, regarding him as a deserter, or expecting a parley. On coming near, the Urlaner fired at the commander of the French, missed his mark, and turned and fled amid a shower of bullets.

The Spanish-French Alliance.

PARIS, July 22.—The *Moniteur* (ministerial organ) in its issue to-day says it is not true that Spain has concluded an alliance with France. Spain will remain neutral. The *Moniteur* adds, relative to the demand of Prussia for the neutrality of the Baltic Sea, any support of Prussia in this demand will be regarded as an act of hostility to France, as the Baltic is destined to play an important *role* in the war.

Switzerland and Chablais.

PARIS, July 22.—It is reported to-day that Switzerland has asked permission to occupy Chablais, the most northern province of Savoy, on Lake Geneva, claiming that by the treaty of Vienna it is her right so to do. The *Moniteur* (official) says, however, that this movement on the part of Switzerland is not confirmed.

M. Berthemy to Remain.

It is officially announced to-day that M. Berthemy, owing to the death of Prevost-Paradol will remain in Washington as French Minister. The melancholy death of the latter has caused a profound sensation throughout France.

This Afternoon's Quotations.

LONDON, July 22—2 P. M.—Consols 90¼ for both money and account. American securities firmer and higher. United States 5-20s—1862s, 82¾; 1865s, old, 82¾; 1867s, 82; 10-40s, 80. Stocks firmer and higher. Erie, 16.

LIVERPOOL, July 22—2 P. M.—Stock of cotton afloat 454,000 bales, of which 62,000 are American. California wheat 11s. 10d.; red Western, 10s. 2d. @10s. 4d.; red winter, 11s. Receipts of wheat for three days, 17,500 quarters, of which 12,500 are American. Peas, 41s. Pork advanced to 115s. yesterday, and is now 117s. 6d. Beef, 117s. Lard, 73s. Bacon, 56s. 6d. for Cumberland cut, and 64s. for ribbed middlings.

ANTWERP, July 22.—Petroleum opened flat at 49f.

FROM WASHINGTON.

Funeral of M. Paradol—Fuller Particulars.

Despatch to the Associated Press.

WASHINGTON, July 22.—The funeral services over the body of the late M. Prevost-Paradol were held this morning at half-past 9 o'clock in St. Matthew's Catholic Church, Right Rev. Charles J. White, D. D., officiating, assisted by Fathers McDevitt and McCarthy. The procession started from the late residence of deceased shortly after 9 o'clock. The remains were borne in a hearse decorated with black plumes and drawn by six grey horses, and attended by an escort of thirty marines under Captain Wallace.

The pall-bearers were Victor Roux, M. de Jardin, Jules Henault, Felix Gentry, M. Demongeott, C. Gautier, Antoine Deguel, J. Robert, and A. Baudoin. Upon arriving at the church, the coffin, shrouded in a flag of the French nation, was deposited on a catafalque just outside the altar. M. Berthemy, principal mourner, remained standing during the services at the head of the catafalque, as is the custom in France.

The carriages of the funeral procession were mostly those of private individuals. Baron Gerolt, Minister of the North German Confederation, attended the funeral, together with the attaches of all the other foreign legations in Washington.

Among those present were the Cabinet Ministers, General Sherman, Vice-Admiral Porter, in uniform; Senators Sumner and Stockton, and other prominent gentlemen. The church was well filled, a large proportion of the French and other foreign residents of Washington being present. The ceremonies commenced with the performance of the solemn Requiem Mass.

This concluded, the Reverend Father read in English a portion of the *De Profundis*, saying it was an expression of the only hope and consolation that could be felt under the lamentable and distressing circumstances. He then delivered a funeral address of nearly thirty minutes duration, in which, after an earnest tribute to the past greatness of the distinguished dead in the field of science and journalism, as well as to the great attainments which had impelled the Emperor of France to choose him as the representavive of that nation to this country, the speaker alluded to the manner in which his career came to its close, saying however unChristian or anti-Christian it may have been, or whatever may have been the moral influences that exerted sway at that moment upon the distinguished individual whose remains were before us, it should be remembered that it was not for man to set himself up in judgment upon the case; not even the Catholic Church would venture to condemn a man after he had departed this life.

Upon this point the reverend gentlemen spoke with considerable feeling, exhorting those gathered in the presence of the dead to learn that no matter how a man sank into the jaws of death, whether it be by a sudden attack of delirium, the effects of disease, or in any other state of mental derangement, the question was what were his disposition and sentiments before he was deprived of his rational faculties.

At the conclusion the remains were borne from the church, the marines presenting arms as the burial case was deposited within the hearse, and soon after followed by a sympathizing and distinguished crowd. The cortege moved on to the railroad depot, from where the remains will be conveyed to New York.

New York Produce Market.

NEW YORK, July 22.—Cotton active; sales of 500 bales uplands at 29¼, and Orleans at 29¾. Flour dull and declined 10@15 cents; sales of 8800 bbls. Wheat dull and declined 1@2 cents; sales of 56,000 bushels No. 2 at $1 37@1 42. Corn dull and 1@2 cents lower; sales of 35,000 bushels mixed at 98c.@$1 06; yellow at $1 08@1 10. Oats dull; sales of 25,000 bushels State at 69@72; Western at 63@65. Beef dull. Pork dull; new mess, $30 50; prime, $23@24 50. Lard quiet. Whisky dull and nominal.

FOURTH EDITION

THE SCAFFOLD AT RICHMOND.

Execution of Jeter Phillips.

Scenes and Incidents.

Financial and Commercial

Etc., Etc., Etc., Etc., Etc.

FROM THE SOUTH.

The Execution of James Jeter Phillips.

RICHMOND, July 22.—James Jeter Phillips, who has been respited about a dozen times, was executed this morning for the murder of his wife on the 17th of February, 1867. Phillips was a member of the 13th Virginia Cavalry, in the Rebel service, and at the expiration of the war was lying sick at the house of B. F. Pitts, in Essex county.

He was nursed by a daughter of Mr. Pitts, and finally married her, though five years his senior. This marriage he concealed from his friends and paid attention to another lady, who, however, discovering that he was a married man, discarded him. In February, 1869, he brought his wife to Richmond, and walked out with her, saying that he was going to take her to her father's house.

That was the last seen of her alive. Eleven days after her dead body was found a field a few miles below Richmond, with a bullet wound in her head, and other marks of violence. The body was not recognized, though taken to the house where Phillips boarded, but the identity of the murdered woman was ferreted out by the detectives, and Phillip's was arrested for the murder.

On the first trial the jury wre unable to agree, but on the second trial he was convicted. Since then Judge Underwood's rulings under the reconstruction acts, and his opinion of the legality of the State courts, have put off the execution for two years, during which he has been respited twelve times.

Yesterday the father of Phillips bade him farewell, when for the first time he broke down and wept bitterly. This morning he sent his love to the chaplain of his old regiment. He has made a confession, stating that on the 17th of February, 1867, he took his wife out for a walk, and rambled about in the woods until she was so tired that she had to sit down.

He then fired on her but failed to kill her, and she commenced screaming for help, and struggling, which he ended by leaping on her and strangling her. He returned to Richmond and dined that night at the hotel.

The drop fell at a few minutes after 1 o'clock, and the prisoner died, presently being still and dead.

FROM WASHINGTON.

Naval Orders.

Despatch to the Associated Press.

WASHINGTON, July 22.—Commander R. L. Pythian is ordered to duty as chief of staff on the North squadron of the Pacific fleet; Lieutenant Commander N. Green is ordered to command the Resaca; Midshipman J. H. Bull is ordered to the Guard; Passed Assistant Engineer H. D. Bradford and Cadet Engineer Charles P. Howell to the Tallapoosa; Lieutenant Commanders William Whitehead and William L. Dana, Lieutenant Louis A. Kingsley, Midshipmen John Hubbard, William Halliday, William M. Wood, T. Porter, and John R. J. Duqur, Paymaster A. Burtis, and Assistant Engineer R. L. Harris, to the Brooklyn; Commander R. A. Lewis is detached from command of the Resaca and ordered home; 2d Assistant Engineer Levi T. Lefford from the Nipsic and placed on waiting orders; 1st Assistant Engineer John Purdy from the Tallapoosa and placed on waiting orders; Captain John Guest, from command of the naval rendezvous at Philadelphia and ordered to command the Brooklyn; Lieutenant Frank Turnbull and Ensign Charles W. Jarbol are detached from the Naval Observatory and ordered to the Brooklyn on 15th of Aug.; Surgeon A. C. Gorgas, from the Portsmouth Navy Yard; Passed Assist